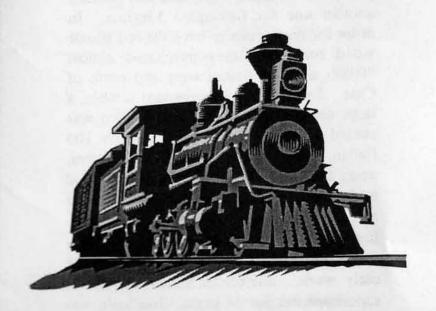
CASS

CENTENNIAL



1900 to 2000

The Town of Cass Celebrates 100 years

Cass Scenic

The Town of Cass was founded in 1900 by the West Virginia Pulp and Paper Company. The town was started by William Luke and his sons. The company had a large paper mill in Luke, Maryland and planned another one for Covington Virginia. In order for these mills to have the red spruce wood for paper, they purchased almost 70,000 acres of timber west and north of Cass. To cut the huge trees into lumber, a large sawmill was erected and a town was started to house the workers. Nearly 100 Italian, Austrian and Hungarian immigrants, using hand tools and horses built a railroad to the top of Cheat Mountain. The railroad extended for about 81 miles and would utilize 14 steam locomotives. Sam F. Slavmaker and Emory P. Shaffer supervised the early work. Shaffer remained as general superintendent for 34 years. The town was then named for Joseph K. Cass, vice president and investor in the company. By 1920 the towns population was 2,000 people. In 1943 the town, mill and woods operations were sold to Mower Lumber Company who operated the mill until 1960. In 1961 the State of West Virginia purchased the railroad and locomotives. In 1976 the State then purchased the town which is now known as Cass Scenic Railroad State Park.



Other Attractions in Pocahontas County

Allegheny Trail

Buffalo Lake

Camp Allegheny

Camp Bartow

Cheat Mountain Salamander Rail Buss

Town of Durbin

Durbin & Greenbrier Valley Railroad

Gaudineer Scenic Area

National Radio Astronomy Observatory

Staunton - Parkersburg Turnpike

Edray State Trout Hatchery

Elk River Touring Center

Greenbrier River Trail

Hawthorne Valley Golf Course

Highland Scenic Highway

Town of Marlinton

Mill Run Trout Farm

Pocahontas County Historical Museum

Seneca State Forest

Snowshoe Mountain

Beartown

Calvin Price State Forest

Cranberry Glades

Droop Mountain Battlefield

Town of Hillsboro

Locust Creek Bridge

Pearl S Buck Birthplace

Watoga State Park

For more information call
Pocahontas County Convention & Visitor
Bureau at 1-800-336-7009
www.pocahontascountywv.com

Railroad State Park

May 26, 2000 EVENTS

10am -12pm Opening Ceremonies

Variety of speakers giving history on the town of

Cass. Location: near or at the Depot.

12pm - 1pm Music

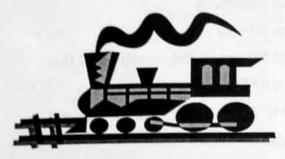
Mike Bing and the Brown Baggers will perform traditional Mountain Music.

1pm Train Ride

The Shay Locomotive will pull out from the depot for a trip to Whittaker Station. Replica of a loggers camp will be set up by Mountain State Logging. To reserve your train ride call 800-336-7009.

Tree & Log Chopping
Cougar Family and Mel Lantz (world champion
wood choppers) will demonstrate traditional
chopping technique. Location: Front Street past
the Barber Shop.

Up Coming Events for the year



June 21 -25

Cass Homecoming begins

July 4

Logger Dinner Train

August 13

Square Dance with an extra square

September 15

Author's Day to sign & sell books

October 28

Haunted House - Town ghost stories

November (TBA)

Town Thanksgiving Dinner

December 2

Christmas Tree lighting & caroling

-Cass Scenic Railroad Memory-

by Sheriff Given Pop Good, Leonard

Suo !!

nearby is the former shop build-

To the traveler who has never first flights of wa

Pardee & Curtin Lumber

time of day by the way they Lumber Company, George blowed the whistle on Gum, Web Hollifield, the before journeying onwa in the olden days of logging. Also

been in the Webster-Randolph-

Beecu

Sugar Maple - Insnimod :2991 Suimolioj auj jo isisuos

Camden-on-Gauley, Web- rattles in its efforts to build ster Springs and all across up pressure steam, and (alls along the Brend the hangThese are reminiscent of the hangThose are remarkable and the hangThose are remarkabl

talls along the Scenic Railroad. presence of dozens of tiny water-One interesting anomaly is the

of the pine family, spruce, vellow and red pine used by enic Railroad crosses it ninded, Por the scientifically minded, Is the for the scientifically minded, Is the scientific sc -35 and bis agains a sade sasin where the Greenbrier Limestone engineers of Mowery Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

INSIDE THIS ISSUE

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Lumber Company Page 4
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Lumber Company Page 5
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Cauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Springs with George lackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

grandpa's house. The steam locomotive. the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet

into the air, it puffs and

engineer had his own way

of blowing the whistle for

railroad crossings, cows on

the railroad tracks, as they

passed their girlfriend's

house, and a super whistle

as they passed grandma's or

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shav and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

pistons throb, the princians willis grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So. Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffer's town of old spruce and new spruce, and

Spruce, the coldest and the highest town (3.853) feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/8 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/8 mile to Copar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14

Early Passenger Train Service

The Cass (West Virginia) Scenic Railroad

January 5, 1959

Turn most gruntful to Mr. Warren F. Blackburst, Editions resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 syste, also author of "Riders of the Flood," "Sewdust in Your Eyes". and soon another "Of Men and Mighey Mountain". At the present be is semiretired and his the announcer on the Cass Scenic Kailroad and operages a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Black hurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's ourdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10hour shift would saw 250 ed., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece foe Shay ergitte, a good school, church, and its the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric. all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today-Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs. long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes. stagged pants, John Ritchie green and black or red and

black checkered shirts.

suspenders, a log dump

with real logs about onehalf mile from camp close to the railroad. You must have a siding with the original log cars—some loaded-some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute

audition each day. The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its

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Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

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where you could buy I am most grateful to Mr. anything from a tooth pick Warren E. Blackhurst, to a piece for Shay engine, a lifetime resident of Cass good school, church, and and tracher of English and in the winter time, ice Lamn in Green Bank High skating on the mill pond. The big attraction was the sears, also author of daily passenger train and Riders of the Flood," who the strangers might be at the company boarding

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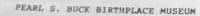
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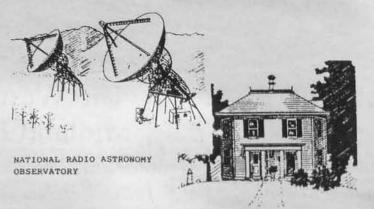
LOCUST CREEK BRIDGE



PALLS OF HILLS CREEK



Pocahontas County and it's Many Attractions...



POCAHONTAS COUNTY HISTORICAL MUSEUM

For a FREE information pack on attractions, recreation, and much more call or write:

pocahontas county tourism commission

P.O. Box 275 - Marlinton, WV 24954 1-800-336-7009

STATE _____ PHONE

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Mice Ticago, Diseas. Holly Junemon o, Thruse Fronks, 2004 Raver, wielded to tion for lack of The West Virginia ure, under the of W.W. Berron. Governor Smith. to give the Town w life with an old ic railroad. Last 00 people plus cumi, took the trip through the ks getting hot their hair. The any engines, new given hope to a on. The Cass ailroad tully to the original ogging such as Jamp No. 5 or be the biggest raction West ever known. le original and worthy to

Cass Scenic Railroad Memory

Continued From Page 1 dwindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shirt per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for iunk and the town suffered

massive unemployment. Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, I.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12½ miles of steam

steal and the greatest and

best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad

purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 34 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 121/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Oovernor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the purchase from Midwest lunk Yard. The #1 Mower Lumber Company railroad engine was later painted. stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world: the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad

track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work Chear Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute

Shay engines, and the # Hysler, cruising speed

season, farmers could be harvesting from spring

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet-a grade of 2% is

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Cass Scenic Rai Dinner Train S

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17. July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

FAR Whittaker Station

Bald Knob Children

Ticket includes admission

Whittaker Station Bald Knob No group rates

> SPECIAL SA NIGHT TRA

fourth round of their championship fight at seen plowing, planting or

nory

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standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

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After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time rail-roading songs, folk, country and traditional masse. Prices for these

outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL—WVA.

Whiteraker Station Adult \$8.00; Child \$4.00 Bald Knob Adult \$11.00; Child \$5.00 Chabdren under 6 free Adult \$7.00; Child \$3.50 Adult \$10.00; Child \$4.50 No group rates on weekends SPECIAL SATURDAY

adroad up Chest Me usin, through Old Spruce to Puld Krush. It was a real steal and the greatest and best buy West Virginia yearing in 1961), with "Per-

Wally Burron, the Governor, Jim Comstock, I.C. Cruikshanks, and a number of legislators, about a week before the years, had informed the shop people. Pop Gund, Language Lorin, and all of

in the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad

eight people. The Cass Showease, a 10x40 scale model of the

alide narration; what time has taken away from Cass, the Showcase has returned.

Shay engines, and the #5 Hysler, cruising speed

GROUP RATES Minimum 15 Persons

PARES Whiteaker Station Adult \$8.00; Child \$4.00 Bald Kreek HIGGS BUILDSON ID Care States, Will

CALL WYA

Attended.

Museum, Historical Museum.

Whittaker Station Adult \$7.00; Child \$3.50 Bald Knob Adult \$10.00; Child \$4.50 No group rates on weekends

SPECIAL SATURDAY NIGHT TRAIN RIDES

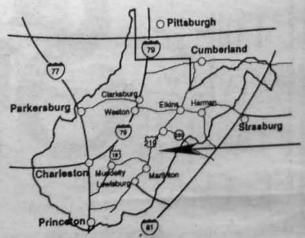
Includes: West Virginia Barbecue Live Entertainment Train Ride

> June 10 and 17 July 1, 15 and 29 August 5 and 19 September 2

BY RESERVATIONS ONLY Adult......\$22.00

SPECIAL TRAINS

SENIOR TRAIN -September 9 \$13.00 HALLOWEEN TRAIN - October 28 Adults \$10; Children \$5.00



Midland Railroad

Continued From Page 1 The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4. 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City: a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall. On June 20, 1925, with

many guests there with the

famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

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The Old Cherry River Boom And Lumber Company

April 21, 1965 Now does one being back memories of logging dem when power area were unknown, when wood hicks "Shot George" a form of sould sold by door peddlers which made the backs unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and suiff the George until they all became as happy as larks; when the Shay engine was king; when overhead skindlers were tops in logging when men pulled the cross cut for 10 hours and flexed their muscles and sorayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; where food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story



Webster County man, Mr. George Gumm, a proud refined railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars-they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church. school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much facter than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge-the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five

working weeks. The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run 34 mile, wrecked and killed Frachier Adams, engineer loe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new names-Billy Hawks, trainmaster: loe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you chear him today?"

Janu

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills. although George Gumm. on one occasion pulled 63 from Three Forks 10 Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school. church, big store and about 75 houses, boarding house. a dentist, Dr. George Dver (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Year 'Round Enjoyment

Pool

Stables

Skiing •

Fishing •

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

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ers.

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County. carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Hines, all still living.) 1 Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day, Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 vears ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

> H.B. Nichols, White's White, H.B. Nichols, Stuck Hall, or Merchie

expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently-from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scence of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4 Cauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932-their bridge was gone and the big steam engine had broken down about the same time, never to be repaired. mainly because the virgin forest was fast disappear-

The year 1943, during World War II saw Charley Budgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Cauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was

properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 vielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, ¾ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at lerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Straton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

Pardee And Curtin Lumber Railroad

Continued From Page 5 Waggy, now living in Charleston, WV. The elder Wagy losged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill

operations.
In 1873, Taylor County,
Grafton, WV, the Pardee
Curtin Company started a
small sawmill which
erupted into one of the
leading lumbering and
mining companies in the
state of West Virginia. The
Curtin assets moved from
Taylor County to Sutton,
Braxton County in 1886
with portable mills. About
1890 a flood erupted in
Sutton, brekning a log dam

Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to beip buy and install a band mill at Sutton. Curtin had their first band mill in Braxton. County. about

The year 1900 saw
Curtin move to Nicholas
County with three band
mills, located at Hominy
Falls, Coal Siding, and
Curtin This operation was

went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal
Siding, the band mills were cutting away daily, each

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were

men realized the danger, jumped to safety, and were unburt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; atask that required many hours of planning and

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to b uild his conveyors for waste wide enough for crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas

County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer,

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

menting crompens in meet of West Virginia. The Carotin meants microral from Tarther Cromers to Surviva, Brustica County in 1886 with pointable mills. About 1890 a flood stupted in Surviva, brokening a key dam, in 13. Boar The County

front of Eqn. Them stage were awayshe in St. Alfrens, Kenaruha County, and sold. The assets were used to bein buy and install a band mill at Somon. Curtin had their first band mill in Beaston. County about 1892.

The year 1900 saw Curren move to Nicholas County with three band mills, located at Hominy Falls. Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shav engines and No. 8a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was used for laying or taking up steel. This made narrow gauge railroad history that would be hard to equal anywhere else in West Virginia.

Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

trongination wander to dreamland, known as they U-Pow-line in Richwesse, the Oreasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Current was the ho runs, from Curtin to Brock's bridge and back, hustling the public, log backs, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No.3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow, Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who pecklish the "George" is unknown. Bur, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Heisler, and the No. 6 Climax were brought to the Curtin Mill site to make ready their journey to Bergoo.

A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in Webster Springs. This engine, used exclusively for the laying of steel, was delayed a few days in Webster Springs awaiting the completion of the third rail of the Western Maryland Railroad so the

at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for slabe fram our knorty crockked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

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The, mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shayerques, and early history of the court, I stell continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11

Pardee And Curtin Lumber Railroad

Continued From Page 5 Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand

The Birch Valley Lumber Company was a big operation at Tioga for

acres on Missouri Run.

many years.

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I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Bezeton County in 1886 with portable mills. About 1890 a flood erupted in sarana, breakning a log dam Company lost two million feet of logs. These logs were caught in St. Albans, Kanzuha County, and sold. The assets were used so help buy and install a

hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25. fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley the whole operation. A railroad bus made daily runs, from Curtin to

Brock's bridge and back,

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men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap. living conditions also cheap. Old General Curtin was considered honorable man. cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 5 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

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Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines black

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

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The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No.3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow, Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

were out 13 me allowed loaded 24 n they still loader man conductor ker \$2.25. Each man sents to 50 bound and the train and eat at with mo amos had iod, long our otherese het ber OF PERSON ps won condi-PE PROPERTY. PARTITION CANS MATERIAL CONTRACTOR Wilder Control SHEET ! Chillings. W Sail ERECOR. DISSUE OF to the chang. PHINE a alba

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Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland

coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. engine and Bill Skidmore. engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. mill was in operation by April 1929. Mitchell, 10 who was considered one of the best at that time, made but one

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The mill ran fro 1945, mainl timber on the Back Elk and Pointa M The mill finally 1945 and the m sold to Harrison Company of A The old engines to Midwest Steel of Charleston. engines were cu loaded at old Mine. It was inc day in the h narrow gauge when Ross Roy 12, with the s and other parts Red Oak dow Bergoo, across t the old mill site parts were later Thomas Lumbe of Fenwick, County.

The No. 9 e that remains fro of narrow gauge is still in ope being used as attraction in t Maryland

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The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this

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The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Elv Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads,

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was the mill indo Rose on and Harry on the other article find make stack. A tion of the oxported to framer, with took of New as broker and wide poplar in Lingland and reling.

humand at April 1961 60 to 1962 The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and shayer the with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation man for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No.

1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Burton or Bergoo No. 2, from 1930 to 1954. produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Purdee Currin home office as more located there as well as an all electric sewmill. A number promises of the coal Company houses are owned by andicadonic and a large percentage of the popula-THE REST WHERE FOR PRINCIPLE milianty of surrout on 18011384 SEED

about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender

Mr. Orkney, from our

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one the mill dy Rose on a Harry the other. I was so full seedly find ber stack. A in of the sported to tance, with the other and the popular legitud and

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Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from every day in the mines and got more out of the store than they earned.

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

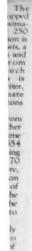
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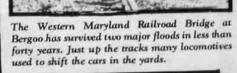








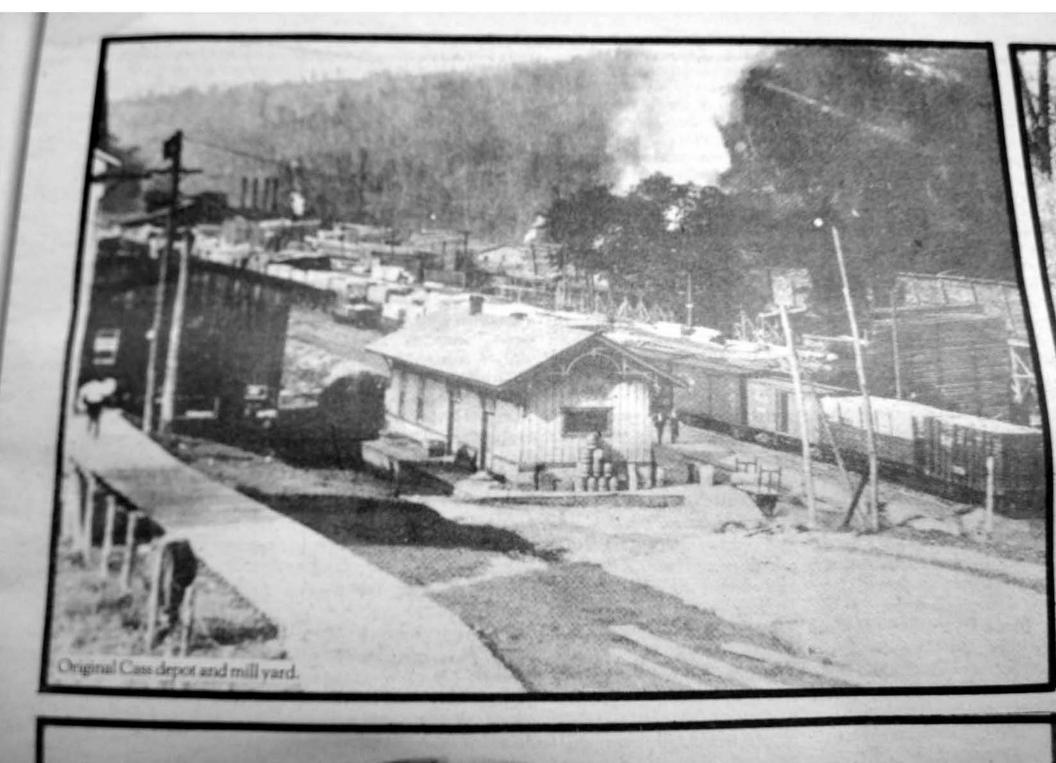




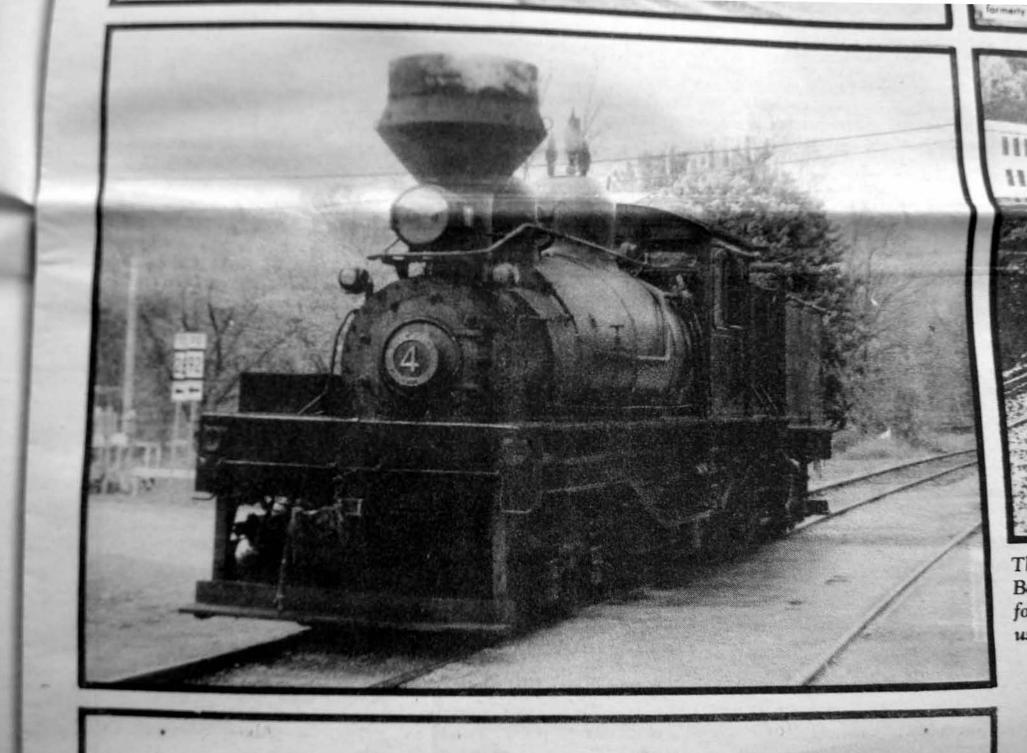




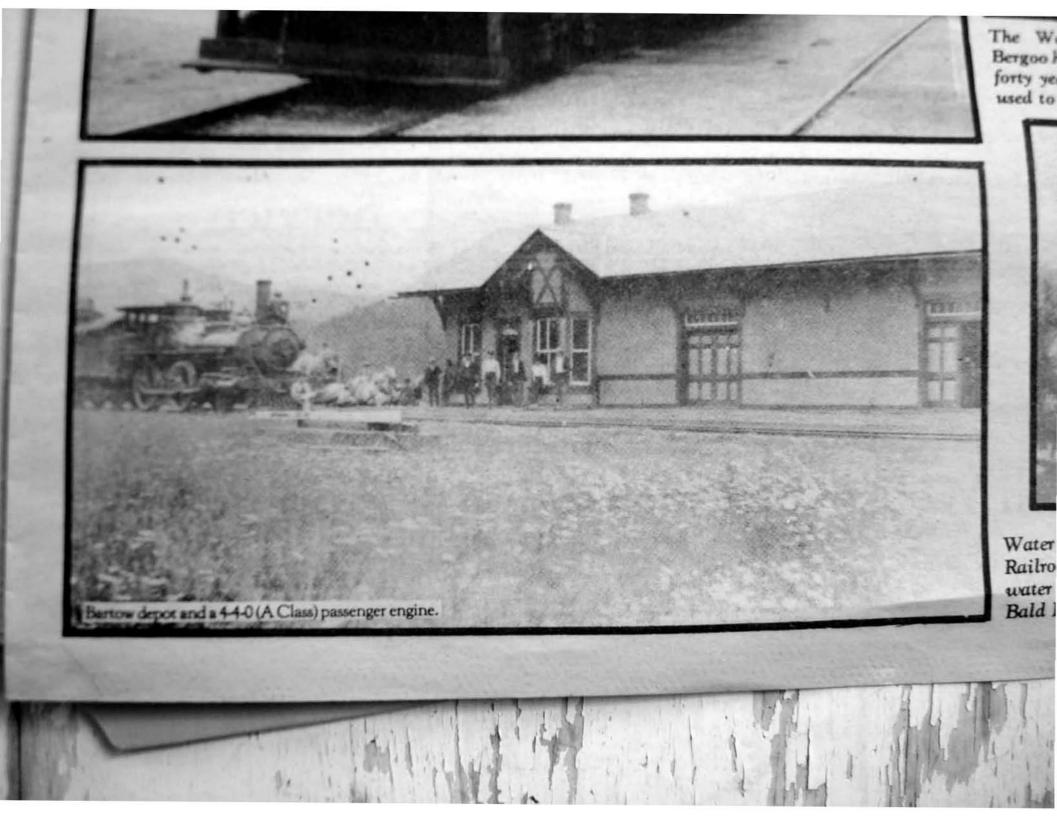
Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



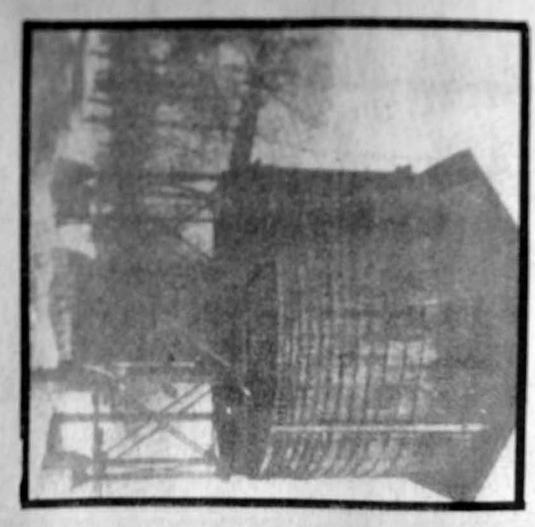
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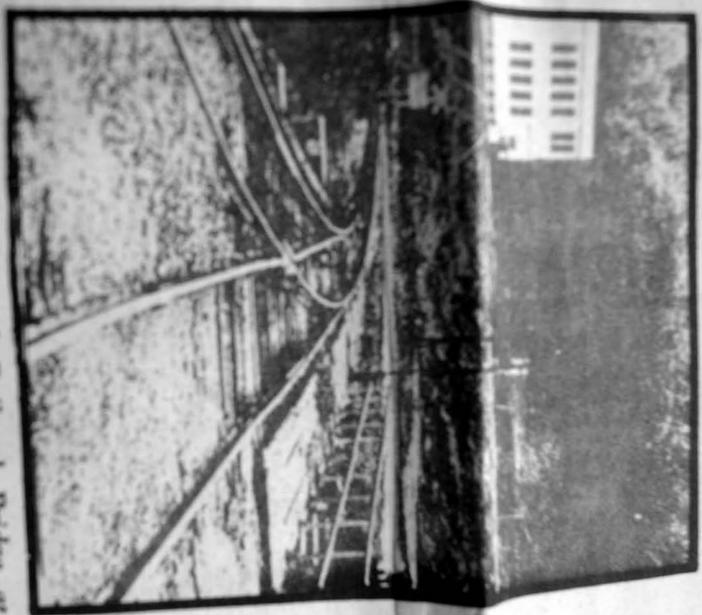
The Berg fort usec



to shift the cars in the yards. survived two major floods in less than Just up the tracks many locomotives Railroad Bridge



are where the steam engine takes tring to Whittaker Station and lower end of the Cass Scenic



CHINES N.GER



Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap upped his eyebrows. He looked like a midget with a circus. His best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. determination and hard "He started from Buckhanwork made him one of the non to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thaver in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thaver served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken ail and we derailed 18 hoppers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 feet long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hor steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

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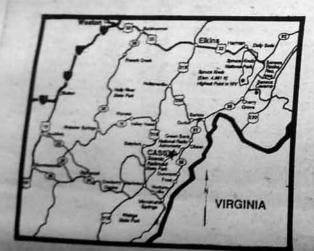
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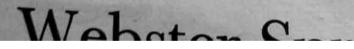
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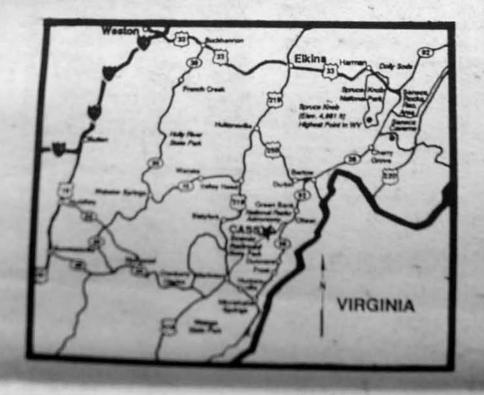
Paul G. Thayer

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Mr political career has been filled with dangles, standers, and boo-boos. Summines we learn from the new elected, as well as the elected Dick Benson, the popular air pilot and rato-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Builey had stolen the bullots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate est for 4 years

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an alltime high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded

checkerboard John Ritchie shirts, etc. Out of this 10day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide. Last year 1985, I had TV

in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone, I have a TV library, VHS and Beta, thirty-six 30minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative ession, 1986.

Perhaps the greatest Joe

discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

La contraction of the contractio

lobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

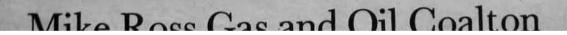
politically is simple and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits. labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits. junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never

The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

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Mike Ross Gas and Oil Coalton

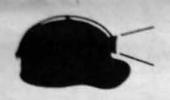


If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling. Mike Ross

Buckhannon, WV 26201 (304) 472-1110







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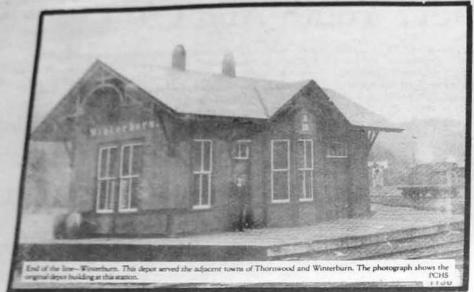
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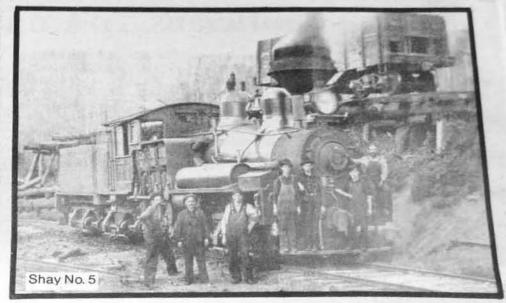
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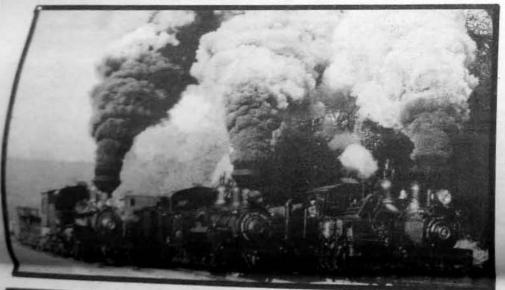
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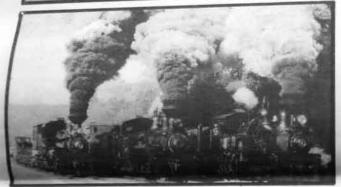
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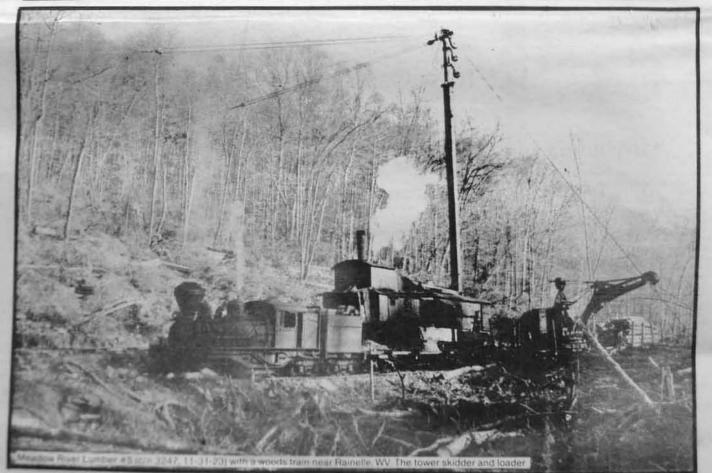


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Coldest And Highest

Having spent part of the part two months in Casa, for and on occasions are time and on occasions as into the foot porch of the old Company Store, which are one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the foreign countries. At the present time, old No. 4 erves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company, Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by lune of ready for service by June of 1967. Shay No. 1 was the 1907. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials alboard during the process and buying of the Cass Bruject by the State of

West Virginia.
Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Struce in its headay. of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and

motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. I to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine

that he had a Shay engine off the track as many as 12 times in one day.

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December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three

days it was up to the soundows on the second floor of the bearding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and showel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections telephone connections with Elkins. The did run with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bostrom of the barrel for food. It insted for a full week and they all made it out in fine shape. From the falk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is

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A Trip To Bald Knob

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Spruce, through the scenic wonderland from Bengoo to Slavy Fork, to Spruce. We were honored to have Mr Utterback, trainmasses of the Elkins branch, as one of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Charman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energence teacher from the local Webster Springs High School, Mr. Lerov Crislip, was with us as photographer, and he is a as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County (tibens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pardee-Curtin Lumber

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We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wash for the Pardee Cuttin Lumber employees of bygone years, and present day employees, many years of good health

P.S. Put a copy of this story in the attic or under the bed, and forget all the manakes. I write once a work and perfection is a





Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions raking time out from work to sit on the front porch of the old Company Store. which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently wisited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shey No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company, Numher 5 is in operation and No. I is being completely ownthauled and will be sensity flow service by June of 1967. Shay No. 1 was the less angine to Bald Knob in 1961 with Wally Barron and other state officials

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and

motor car.

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Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, first fights, murders, and juils than about how

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It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left. Webster County should have been taxed by the ton and board feet. The population at Bergoo, No. 4, and Barton and Parcoal were good people, who workedhard for a livelihood, it is a shame they had see been the state of West.

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We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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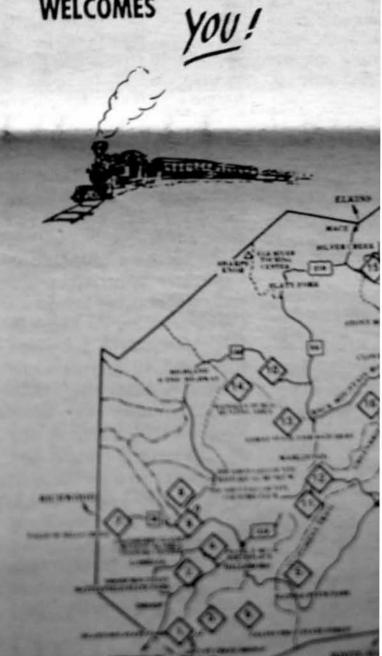
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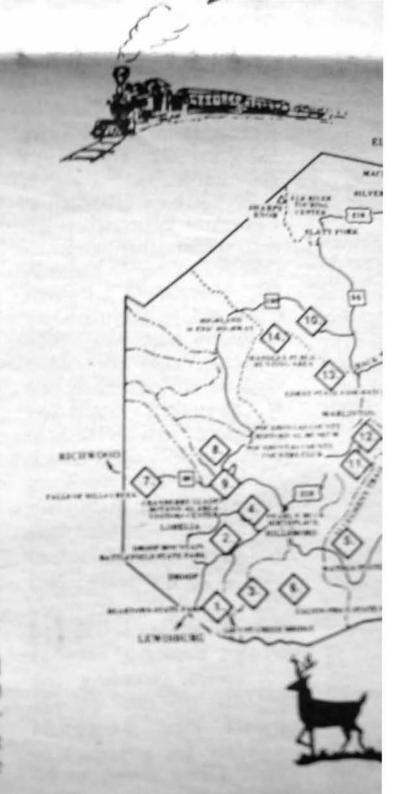
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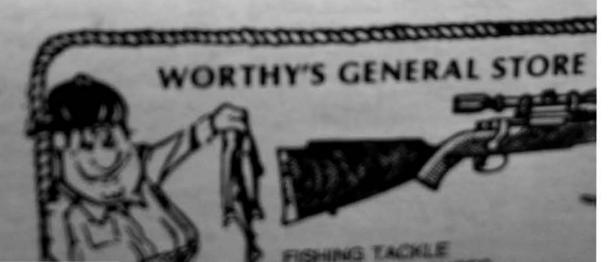
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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a Virginia tags and they were state cars—probably some political parasite sponging less a homecoming among the friendly people who migrated to the South Valley is one of the great farming regions of West Virginia. The poultry 0000

A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy nourists seeking photographers.

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This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent. or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utter-Mr. Parker, Mr. back, Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



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The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking the Rock Spectacular and hald Knob sign hanging to the locust trees some ewenty feet in the air (put there one Saturday evening "Sheriff" Oivein and brother, R.K. Given and Par Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Orief and Daily. It was a monument of grief in contains been, a parameters of beauty for the tourist.

district or

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No. one man can do anything without the help of the people....l ask your help!

Sincerely, D.P. "Sheriff" Given



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Asking Politicians To

brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

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Asking Politicians To Consider Youth-CCC's

are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we mould and should have.

This year, 1985, has seen Sheriff Goven attending CCC receions, talking, writing, begging for the CCC's and sample, J.

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

requester plasterer Branch Virginia, of nati splendon of my li which h broken. with a br had bee thing in been tr West V through and Da opinion about candidate 1964. T consider the Demo jumping with no ions as Republic Arch M Underw Blackwat of my and as I restaurat facilities lot, I th Blackwa enjoyed b United sported n

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of lob, and the desire to dream with imaginary hopes that he can eventually accomplish something for the wellbeing of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

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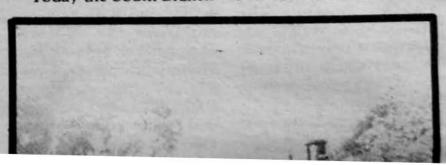
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The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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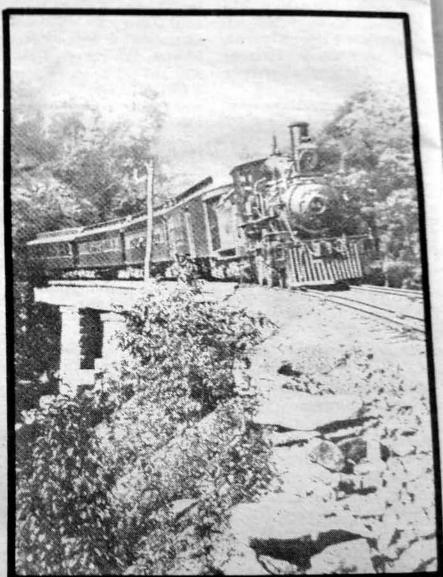
there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

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Today the South Branch

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South Branch Valley Of West Virginia



What A Ride!

Webster Springer and Airy, three miles to Slaty ready for or

What A Ride!

May 4, for the rational of a er making train ride engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return mofrom Slaty Fork by way of Cheat Junction to Durbin and the interchange so the Chesapeake and Ohio Railroad and our final destination-Cass, with their famous switchbacks and 121/2 miles of steep grades and unequaled cool summertime weather. caves and outstanding

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completed on Saturday and Sunday, May 1 and 2, the matden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40). civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had

our famous water.) A seven

people. Six months of hard work was made into reality.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

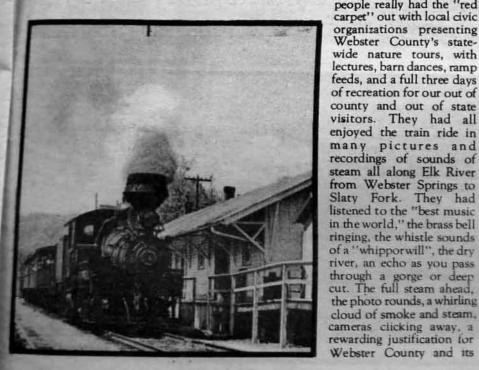
Airy, three miles to Slaty Fork. At the top of Mt Airy, where 219 goes under the Western Maryland Railroad bridge. there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6. snorting, smoking, and steaming. They are shifting

to the main tracks, getting

ready for our homeward journey. They headed for

"Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.





Virginia. Formerly a logging railroad, this mauntain railroad has an average grade of 4 to 5% with sections up to 10%.

I wave Webster Springs May 4, for the tailend of a nery making train ride week a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return mip from Slaty Fork by way of Chest Junction to Durbin and the interchange so the Chesapeake and Ohio Railroad and our final destination-Cass. with their famous switchbacks and 121/2 miles of steep grades and unequaled man nummertime weather. cases and outstanding

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people. Six months of hard work was made into reality.

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-Only 86 Miles From Flatwoods To Cass-

Continued From Page 1 like Ripler's Believe It or Non. Logging, micking and agesmilling is the chief. subject. It is the social gathering place for farmers seiling nimber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull divers, and trains instead of trucks and tractor trailers. Copur's Restaurant is full of hardworking. honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Diobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful wellkept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950--home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 11/2 miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around. come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post

office at Monterville, Gateway to Pickens, and



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always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and Helvetia, where Dr. Cunningham, treated a lost cause for leprosy, and The Fun Place, a new ski facility for Webster County. You are now in

Continued On Page 15



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_Only 86 Miles F

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to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superinrendent. You are now 26 miles on your way to the 56-mile trip to visit the Cass Scenic Railroad, and 9 makes out of Webster 5prings, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Waterer Springs and uphill

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the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around. come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company coal town. You continue scross Point Mountain always fresh air, fog and cook nights shrough fone,

Only

Continued From Pa Randolph County, p tion 28, 734 and miles 1,046.34, he Guy Kump, great go of 1935 and Wally 1960. How many historical points is nationally for the state Forest Festi yearly, the first October when la has turned the l brown, auburn r you know winter way.

You come to Head, you turn 219 and Scenic #55, one-half t pass the Vall



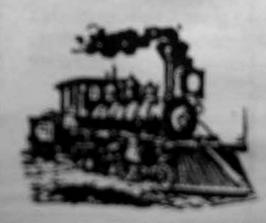
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Webster Springs and uphill
to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches. Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then Bergoo, a well known lumber and coal town. You continue across Point Mountain. always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville. Gateway to Pickens, and Helvetia, where Dr. Cunningham, treated a lost cause for leprosy, and The Fun Place, a new ski facility for Webster County.

You are now in Continued On Page 15





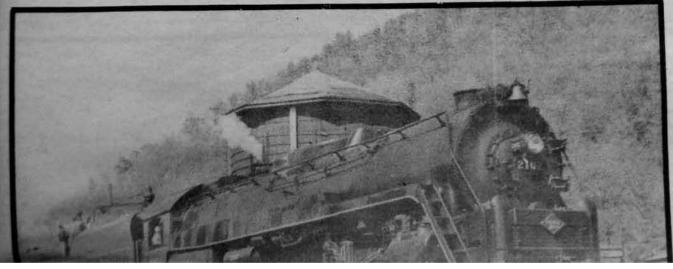
Only 86 Miles To Cass

Continued From Page 14
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You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain. 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 11/2 miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

Only 86 Miles To Cass

Randolph County, populason 28, 734 and square miles 1,046.34, home of Gev Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held wearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its

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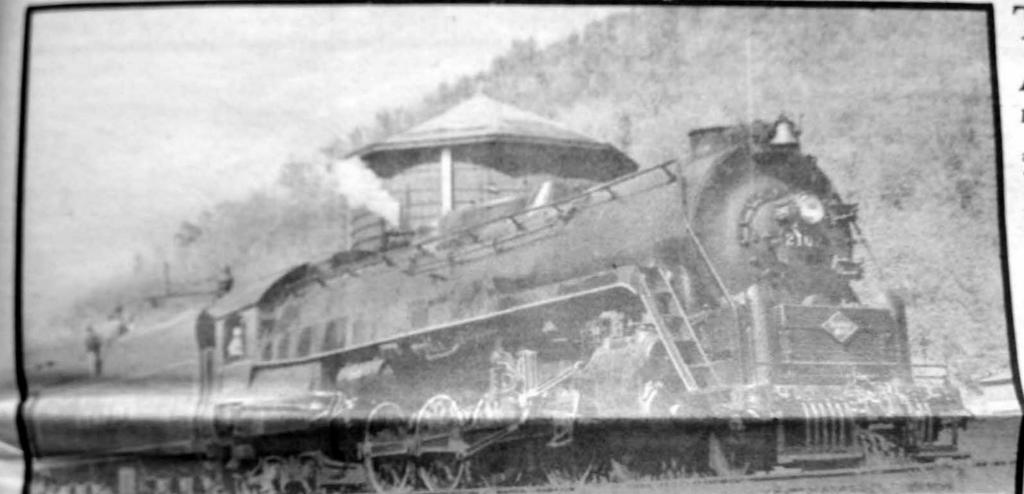
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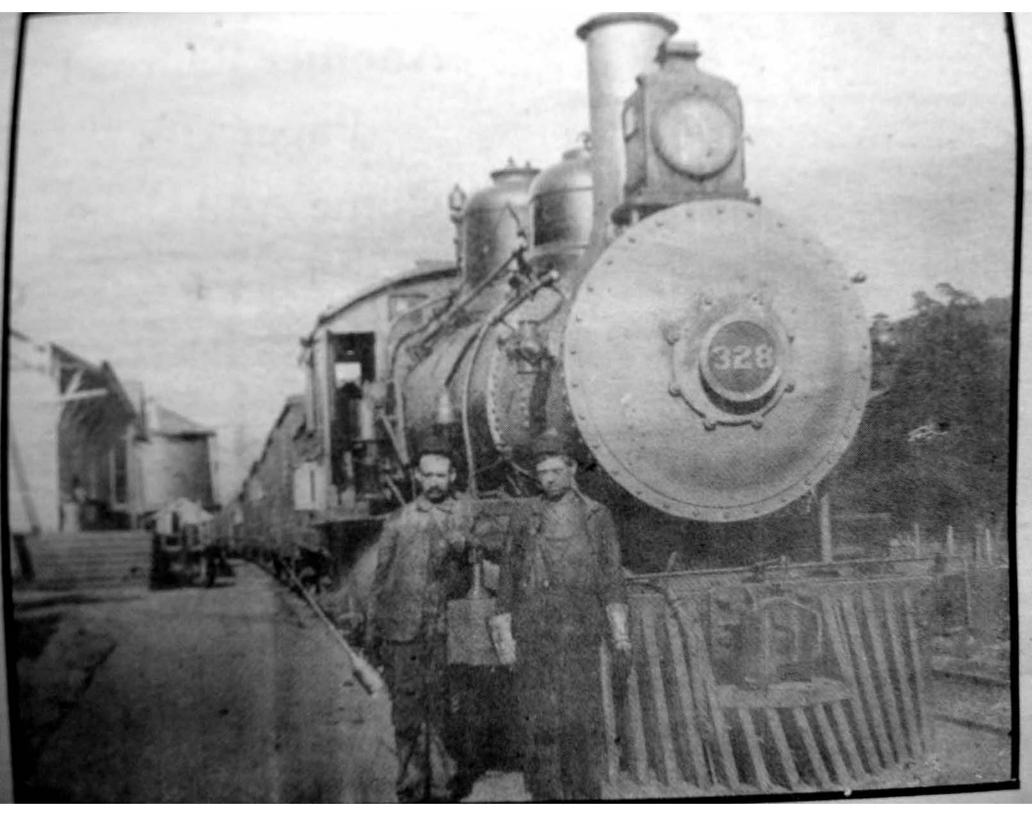
239 and Scenic regions, 10-12 horses in a field information appears in this gas the Valley Head which belongs to the 152- paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncoverus so Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker





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The Country Store And Loafers Gawk!

December 29, 1965

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of a can of souff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. knew which one used heath-mut, Mail Pouch or brown's Mule and each wamum who used muff and how they trusted me with their anuff orders. They know I wouldn't tell amount that how much they used or what kind

DI PROSE

It was pleasured to serve the former-to take his ngo, growing, Mayappleyou bargamed and barrened years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio-much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Oregon in six hours. This country is on the move and that's as it should be.

The modern store today-you stand in line, grab a cart, whitbang around in a mate of groceries, filling your cart as you go-everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig-my build head geen could discuss winter.

Women west starp

really enjoyed the farmers. I knew which one used Beech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

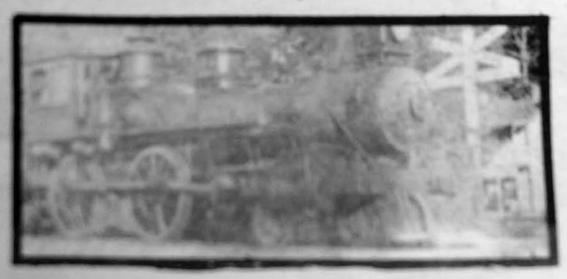
It was pleasant to serve the farmer-to take his eges, ginseng, Mayappleyou bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get alhound, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head get. cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Shereff Dies 15091448. V.8 900 air Force Europen Frotes 386 Bet, Sp., Senny Im, De 1941 to na, 1946 Salt Water Cour, Webster Springs, Wich Gionted Jone 20, 1989. W. Va's 126 Birchdory

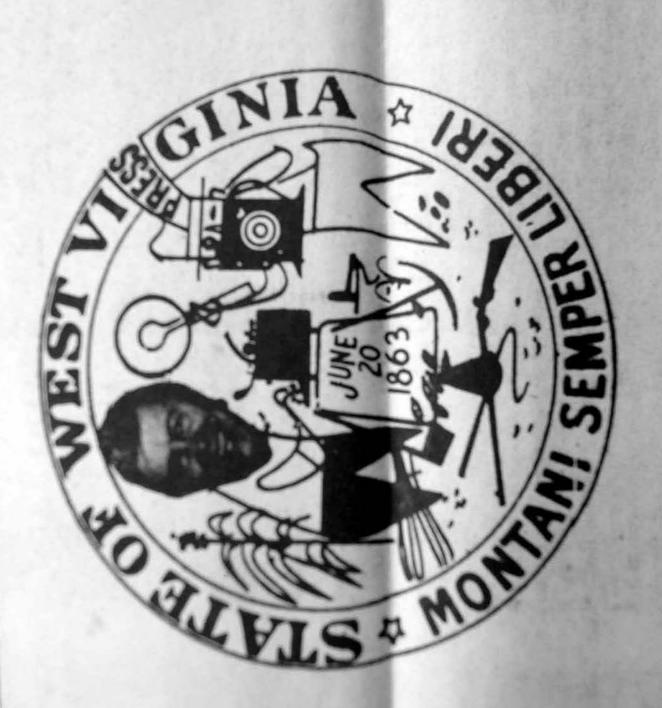
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Hebster. Ilisa Jinggi

SMONS

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me





This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this writer being on my mother's lap. The others are my brothers and sisters.

An

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Another road sou distincti printed at Press tim gone, who and what this the historical company railroad Virginia

The st have wr approved they bring interest, effort approval address Given, WV 26

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paper b



Another Railroad Paper Has Come And Gone

Another all-time railroad souvenier of class
distinction has been
printed and in circulation.
Press time has come and
gone, what is said is said,
and what is done is done. In
this the closing of a
historical railroad lumber
company is dedicated to
railroad buffs and West
Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26228. Remember a \$15 donation will bring you a dosen copure of this paper by synam mail. My

phone number is 847-5841.

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aun si aun

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your one library, Bible, or attic. It could be useful in the years ahead.

Thanks, Sheriff Given

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Another Railroad
Paper Has
Come And Gone

Another all-time rail- phone number is 847-

IH SWONS



Bright Day at Marmet Hospital

The Booming Business in Cass

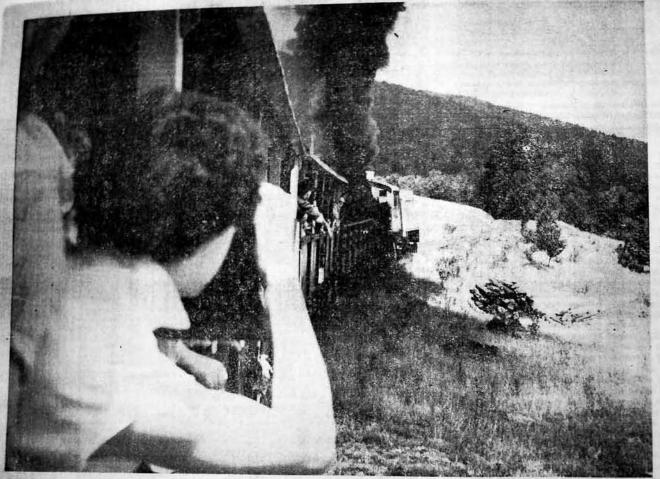


Ricky Edward Guin of Con-

Photo by William C. Blissard

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THE BOOMING

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As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

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> Negotiations at this writing are continuing between the Parks Devision of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$170,000 grant is approved, Casa Scenic Railrand development

THE BOOMING **Business** in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

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These qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal; the purchase by the state of part of the logging railway as a West Virginia tourbt attraction.

The Department of Natural Besources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of Irlendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3.796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,200.

There were drawbacks and disappointments, Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able in view the breathtaking panerama from near the top of Bald Knob, at 4,802 feet the second highest peak in the state. Heped-fer funds from the U. S. Area Redevelopment Administration have not been approved.

a \$576,000 ARA grant to Cass seems to binge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only and miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Georgatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pres.

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On my yout, the Women's Society of Christian Service of the Mediated Church, a Coss green, was making and serving pies and assolutions and distributing soft drieds in the Chil styer. These local warmen work hard to make up for the lock of restaurants in the area.

The whole praject, by the way, comin mostly exist without the conpersion of the Chemowith god One Railway, which allows he Coun deput to be used so an imprompts concerns to ticket school, working rouse and take off polys.

If you devide to class Cana, it mught not be a Deed total by tister states in handlets of Soul and a there are to be a year plant to stay womand. you should proceen hotel as inside recognitions. But the outlook is not dark. Procurement of in advance. There are no public a wratge are

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The train does not run on Monday and Tuesday, but on Saturdays, Sundays and bolidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

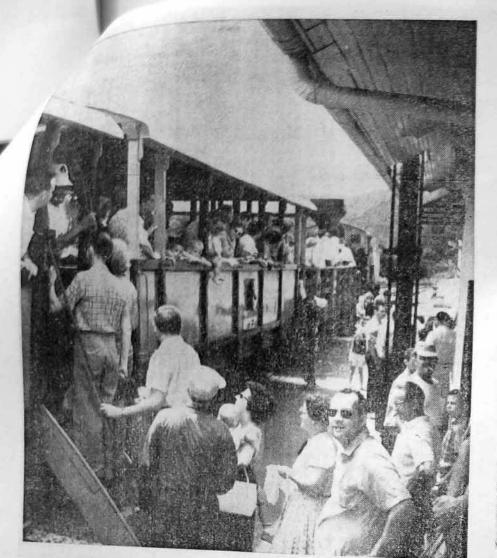
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the CAO depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesageake and Ohio Railway, which allows its Canadepot to be used as an imprompta cooming ticket office, waiting room and take-off-post.

If you decide to visit Case, it might not be a bad idea to take along a basket of feed and a thermos bottle. If you plan to also evening you should procure betel or model rener acous in advance. There are no public evenings ac-

SUNDAY GAZETTE MAIL







WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton. however, wrote a comptaint, and there were his

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway." He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4.800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginla "Image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

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At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

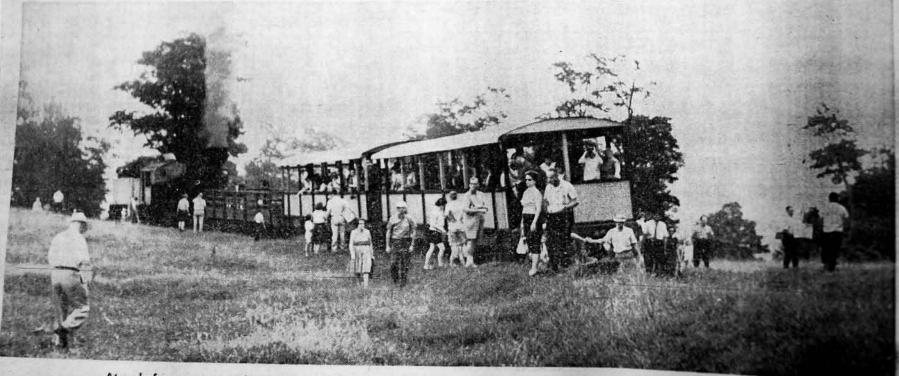
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"I dinnet see no bares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Case visitors also discovered an unpleasant fact: Tourist accommodations at Case were just as antique as the 1830-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locometive firebox.

Local church women helped out mightby with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist at-

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your

inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

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The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irrita-

ble, thirsty and dog-tired. The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad

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The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

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At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad. disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

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Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

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In Cass, toilet facilities of the man-made variety were limited to those at the end of the

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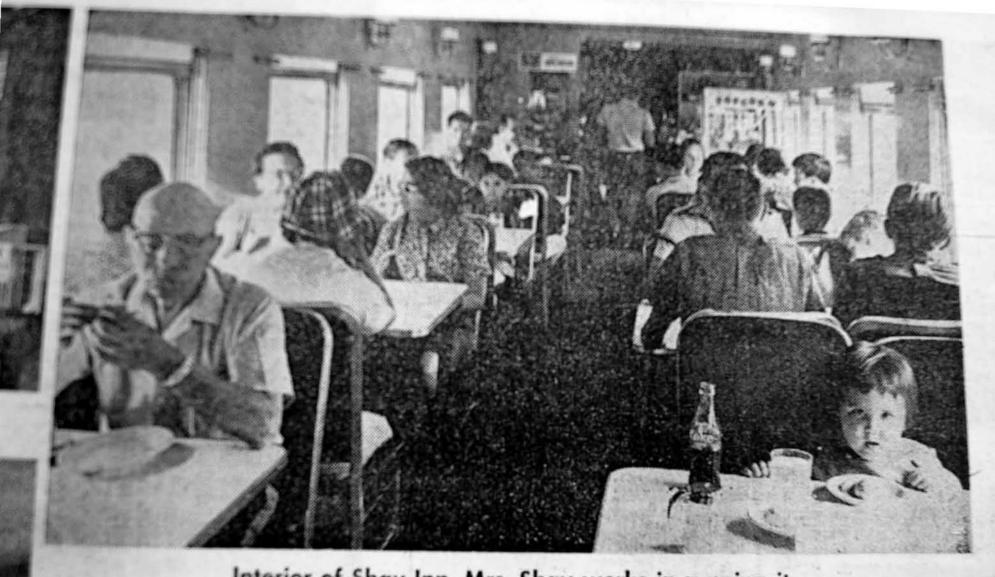


Interior of Shay Inn. Mrs. Shay works in running it.

NEW HOMES

You furnish the lot we'll furnish everything else!



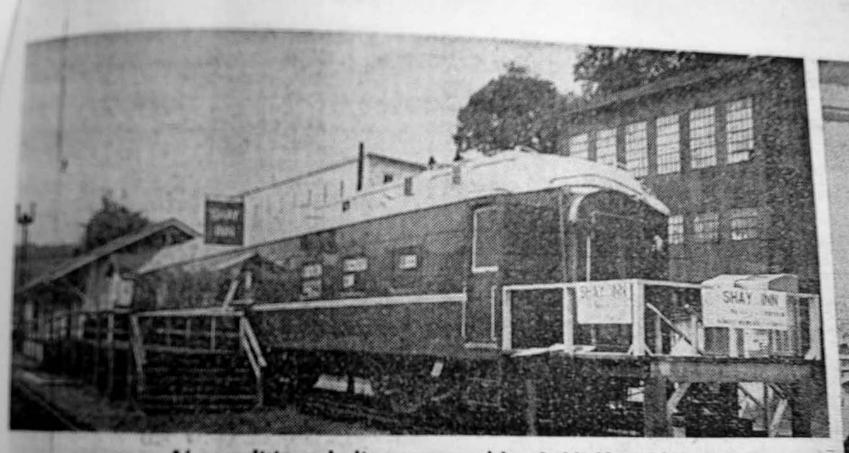


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Writes-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enraute to Mountain State Forest Festival,

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins, Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Rain road, this season hauling 38,857 paying or tomers up Bald Knob for four miles are back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small (se. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the diay pertoance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6

The ride, interrupted by three watering stops (for the locomotive, not the passengers; and another stop for minor repairs, took a bil longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept inte Elkins. Maximum speed had been about eight miles an hour.

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Inasmuch as the 60-mile trip from (
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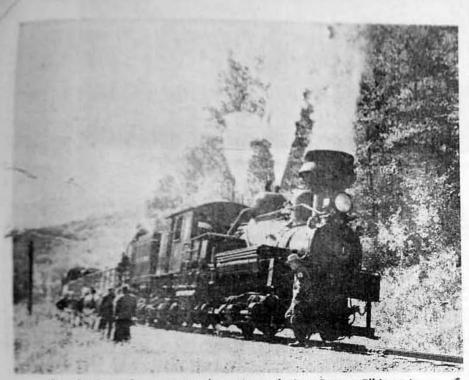
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Its principal virtue today is its remarkab popularity as a novelty railroad tourist attr tion. In West Virginia, North Carolina (whe one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAL

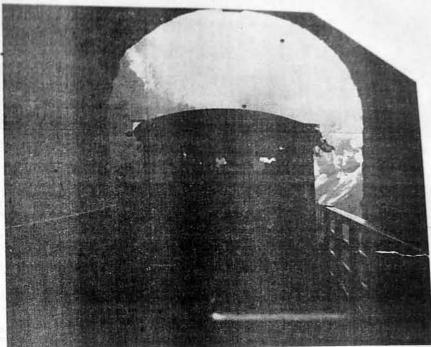


Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

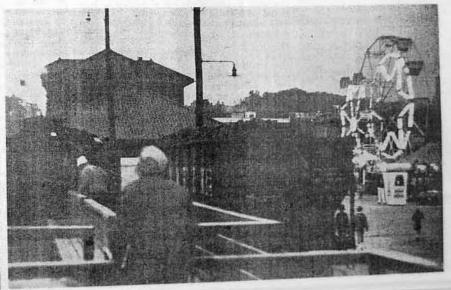


Shay had to take on water three times during Cass-to-Elkins trip.



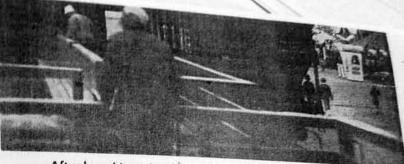


One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

Such Dakusa Pennsylvania, New Hampshire, and pencilly risembers Shays and similar, percellipse becometives built to compete with the Shar speciale on tourist railroads. Shay produces to begin in 1879, ceased in 1945.

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The lattle engines were named for Ephriam Shay of Harme. Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his weeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (procounced lime-uh) Machine Works of Lima, Ohio arging that company to make such locomotives for widespread use in the timbering basises.

Stay a visat was fortunate for the Lima Machine Works. The company made the first shay a 1878 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its asset to Lima Locomotive Works, Inc.

Lims made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2.761st in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough road-beds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heydry, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

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STATE MAGAZINE, JANUARY 2, 1966



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South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

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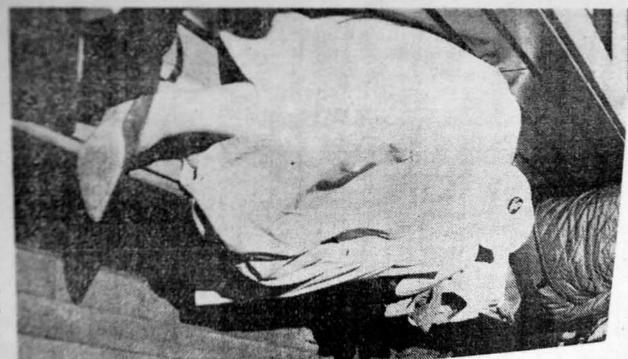
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

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The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prespects in order to pour money into Cass.

But the fight for the old railroad became a cause reletire with several newspapers and legislators, and \$150,000 (later boosted to \$186,-000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963, During 1963, the radiroad, with an 8.6-mile round trip, had 22,511 paying customers during 72 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

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Cass was visited recently by a Washington

newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boundoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight-at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-

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The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

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SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.





Passengers rest at the top before trip down the mountain.



* SOUTH CHARLESTON

Your choice of two handsome bonus gifts for saving at

& LOAN COMPANY

Spewing ashes and cinders, Shay engine pushes cars up steep grade.

Passen

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or a piec pert

SAVING

timited Of at our office 9" pie plan cake pan, a or, tumblest walnut han



A view from the car shows passengers' view on ride.

STATE MAGAZINE, JUNE 14, 1994

The Complete Truth Back of the Proposal to Buy the Cass Railroad

Jurid analysis of the feasibility professional and political leadof West Virginia's getting into ers of the area. the railroad business was outlined at a meeting in Marlinton list week.

This meeting, which was atcommittee, including:

ar Greenbank:

Cass Merchant:

Town of Cass:

Schools.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the tended by the editor of this only industry in Cass approxipaper, was called by a planning mately 165 men were affected. Some of these men were mobile Ted Raffe, Chairman, Chief enough to find employment in Accomplant of the National other communities and other Fadlo Astronomy Observatory states. The majority, however, were not blessed with the nec-J. M. Kane, Jr., Treasurer, essary skills and trades to find other employment, and today P. F. Long. Mayor of the some 80 of these men, representing approximately 240 de-J. K. Arbogast, Assistant pendents, (wives and children) ship of the 1961 W. Va. Legis-Superintendent of Pocahontas face utter destitution unless lature, that the State of West some form of employment is Virginia purchase the Mower Charleston, West Virginia.

The best most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its rolleligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full member-

equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of

The amount of railroad involved is approximately 8 miles, which runs from a point about point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest sis being on "State's rights" of type locomotives, both of which be contented, are 1880 models. One was put

development possibilities. Th summary was presented as aid to the Joint Committee Government and Finance preparing this original rec mendation. The committee has made attempt to project the nu

committee's cost estimates an

of people that would be ployed indirectly as a of the railroad become tourist attraction (so shops, etc.), but has con itself only with the dire ployment to be provide rating personnel).

There currently seem some confusion as to and relative merit of posed purchase of th Lumber Company ra Cass, W. Va., as a p traction for tourists.

Wrong Repo

In the first in

prices heretofore newspapers have inaccurate as the at investment detail These costs are ! formal discussion present owners of and right-of-way. ment costs are m ment figure which fident would be develop the rail outstanding attrac ists. Any impro however, are subj al judgment, depe far one would ini carry the developm If, for instance, a to the one at Blac or those at other was to be erected would be much h However, we believe

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy H TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginlay firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity again on this score. (That belies the Southern view that "only

a few minor border skirmishes

hanged five of his hillbilly captives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the empha-Raleigh Steel Co., are two Shay victor he becomes a little more ree Bat- spectable.

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," .the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did A mention, of course, that the only see two "State's rights" involved in bat- the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the to mation, if it wanted to, and to by set up another nation.

In neveral national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words. the Republican Party dug up said war assues in order to win wases in the North - and this was deplorable. Indeed it was is deplerable, But the good Dr. Chinwood spuld never see that E the South has also been "wayse me the bloody flag every min-I use of every hour of every day of cours your some Appointment Indep they seem to be waving at it even harder than ever,

If West Varginia's part in the Civil War was "mesgaltarast." the then what about the party playres of by Tennesson, Plantin, Texas. or Arkensas and North Carolina We there the Contemnal celeforume to tell those states that

road did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company: the other began operation in 1921, also by the West Virginia Pulp and Paper Co., when that company's main holdings were at Cass.

Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre Wooded Area \$100-\$150 per acre "Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could_secure the necessary land to levelop the 品艺行业.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber, Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

These costs are based on in discussions with the formal present owners of the railroad and right-of-way. The improve ment costs are merely a judg ment figure which we are con fident would be sufficient to develop the railroad into as outstanding attraction for tour ists. Any improvement cost however, are subject to person al judgment, depending on how far one would initially want to carry the development program If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encour aged as a private program. We believe that if private and pub-

(Turn To Page 10)

Masonite BLESSINGS 2a kitchen, and Plaques house, anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejain me. If you see this ed in any of the many papers it will appear, an

and (2) the right of a streak away from the if it wanted to, and to another nation.

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present West Virginia

t Virginia was not only one of 542 early hattles, int patral action, numerurnings and the very first battle of the war; our State contributed about 42,000 in (35,000 Union and

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7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortitude; one which teaches its children to be ashamed of it and all but directs them to leave it.

Tail-endism will continue to be West Virginia's lot until that day when we achieve some degree of unity, loyalty and selfrespect.

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All my love,

Lobban Funeral Home

Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.

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JANUARY 14, 196

Railroad

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committee's cost estimates and development possibilities. The summary was presented as a side to the Joint Committee of Government and Finance is preparing this original recommendation.

The committee has made n attempt to project the numbe of people that would be en ployed indirectly as a result of the railroad becoming tourist attraction (souvenishops, etc.), but has concerned itself only with the direct en ployment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mowe Lumber Company railroad a Cass, W. Va., as a possible at traction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted is newspapers have been totall instancerate as the attached basis amountment detail will show Those costs are based on informal discussions with the present owners of the reliance and sight-of-way. The improvement costs are merely a pully ment discuss which we are con-



situation in the area, signs the soundness of westment in such a venthe State.

Present Owners

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NOTICE

greed that should we ever become separated, you would use the magic code symbol "NE" and I the letter "G", and through those we would not through those we would

HLLBILLY

PAGE FOUR

Complete Truth Back of the Proposal to Buy the Cass Railroad The best most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its roll-

West Virginia's getting into ers of the area. the railroad business was outheed at a meeting in Marlinton last week

This meeting, which was atcomittee, including:

at Greenbank;

Cass Merchant:

Town of Cass:

Schools.

analysis of the feasibility professional and political lead-

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the tended by the editor of this only industry in Cass approximately 165 men were affected. Some of these men were mobile Ted Riffe, Chairman, Chief enough to find employment in accountant of the National other communities and other Astronomy Observatory states. The majority, however, were not blessed with the nec-J. M. Kane. Jr., Treasurer, essary skills and trades to find other employment, and today P. F. Long. Mayor of the some 80 of these men, representing approximately 240 de- mended to the full member-J. K. Arbogast, Assistant pendents, (wives and children) ship of the 1961 W. Va. Legis-Superintendent of Pocahontas face utter destitution unless lature, that the State of West some form of employment is Virginia purchase the Mower

1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recom-

eligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January equipment to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, hanged five of his hillbilly cap- which runs from a point about road did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest fought 33 days before the First of slavery, but upon the issue West Virginia Pulp and Paper Battle of Bull Run but Southern of State's rights. He never did Company; the other began op-

JANUARY 14, 1961

committee's cost estimates and development possibilities. This summary was presented as ar aid to the Joint Committee or Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at-

traction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

that was the Commonwealth of Virginia She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened ad intimidated Virginia Dele-

in our State (second in number would join her. But one import- only to Virginia). In most of ant State WOULD NOT join the these the Federals were victorsecessionist movement - and ious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

> The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity the Southern view that "only tween the States," the empha-Raleigh Steel Co., are two Shay a few minor border skirmishes sis being on "State's rights" of type locomotives, both of which took place in West Virginia.") course. The war, he contented, are 1880 models. One was put

tives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a Quantrell appears on television point about 1 1-2 miles from the he becomes a little more re- top of Bald Knob. (The railspectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Be-Battle of Philippi was was not fought upon the issue into operation in 1901 by the

until mountains. On Sunpar 11 about a foot of bill and there has been or at the ground and snow the se out driveway ever

a me writing, on Jan. 4. was wind is whipping snow atherhery Front across the white in back of the house. the members was at 28 men at 7:38 and has dropped at degrees to 22 in about an

300 for three days in a row we count move a car through by triveupy and had to depend as brends meeting us and company us off at the end of the lane in order to even get to the supermarket and the post affice.

Enrybody is tired of being husboard Dispositions have storiesed; tempers flare, and the tensions of confinement mount Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point

coming of spring.

Incation that we always read is dollars and cents only. the Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad date them.

the capital are encouraged to In-the attached summary of work jointly lift a thevelopment operating income and costs for undertaking.

COST OF FIRST SUMMER

Personnel Per Week

Tel Week	tourist, the same
1—Engineer \$ 84.00	did not encourage visitors to
1—Fireman 72.80	tour the Observatory proper.
1—Brakeman 67.20	What then would be the Voi-
6720	ume of visitors coming into the
1—Conductor 67.20	area if a promotional effort in
4—Laborers 257.60	area if a promotional crists at
t_Clerk 40.00	relation to the railroad to at-
1_Supervisor 100.00	tract the tourist was under-
10\$688.80	taken? We believe the answer
Coal (24 1-2 tons at 8.00) 196.00	ie quite obvious.
Coal (24 12 tolls at oronies and	The operating costs for the
Material and Supplies and	first summer of operation as
Minor Repairs 200.00	first summer of operating
Incurance 39.20	outlined calls for ten operating
Fond 130.00	personnel at the going local
TOTAL \$1,254.00	rates for this type of employ-
	ment These costs have been
Less: Income 70 persons per day @ \$3.00	converted to a 7-day work week
	(56 hours) and based on an
per person 1,470.00	(56 hours) and based on 30
NET \$ 216.00	initial summer's operation of 30

where we ordered coal to sup- present owners. The value to plement it. And not the least the owners, however, is not of the irritations that come with directly in proportion to the such weather was the terrific value the railroad would be to gas bill we got the other day, the state and its development In other words, we're sick program, and we believe the and tired of this weather and attached summary of initial already look forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, One department of every pub- cannot be measured in cold

as has been proposed then not the first summer of operation only will the tourist stand to we have used a volume average gain, but the state, local govern- of 70 persons per day. This ment, and all those concerned average was based on the rein the self-satisfaction that gen- visited the Astronomy Center erally accompanies this type of at Green Bank in the months of July and August 1960. It The question which seems to must also be taken into account be most prominent in the minds that this average of visitors at of those directly or indirectly the Astronomy Center does not interested in this project is the include groups who made arvalue of the railroad to the rangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the vol-

> is quite obvious. The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added additional revenues with cor- on the present cost of prepara- quickly the state will no longer responding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. without a loss in either direct purchase price of \$8.00 per The income is based upon an value or potential.

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts) _____ \$100,000.00 Cost of 8 miles of right-of-way and approximately 25,000.00 will gain, both financially and corded numbers of persons who 200 acres of land on Bald Knob Improvements of railroad and rolling stock _____ 80,000.00 Park area on Bald Knob 25,000.00 Other improvements (station, engine garage) ____ 30,000.00 Cave improvements? Ski slope? hunters' cabins? etc. 40,000.00 \$300,000.00 TOTAL

(The improvements' enumerated above should employ 65-70 men for a full 52 weeks).

ing \$196.00 of coal for a week's day. The cost to each passenger operation.

are computed on the basis of the top of the mountain. requirements to "build up" an adequate stock of parts and on the local labor rates and supplies over a year's opera- probable costs of repairs if the tion. (Initially this is not as railroad is initially put in good important as it may seem as the working condition. However, we taken? We believe the answer railroad and rolling stock would believe the estimate of 70 passbe put in first class operation engers per day is low and any through the initial investment increase in passenger traffic and heavy maintenance should would increase the revenue not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an not advocate its purchase at experience rating will have to the expense of other worthbe established over one or two while conservation or tourist years operation.

tion in volume. This cost was have such an attraction avail-Each engine trip from Cass to established by the experience able to it, whereas other na-Bald Knob requires 3 1-2 tons of the present logging operation tural attractions can be deferred

ton to the state, thereby requir- average of 70 passengers per would be \$3.00 and this would Other material and supplies include the ride and a meal at

These estimates are based upwithout a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do attractions, but, unless positive The cost of food is based up- action is taken, and taken



Cost (24 1-2 tens at 8.00) 196.00 is quite obvious. Supplies and Minor Repairs 130.00 70 persons per 1,470.00 per person

sered coal to sup- present owners. The value to and not the least the owners, however, is not ins that come with directly in proportion to the was the terrific value the railroad would be to of the other day, the state and its development words, we're sick program, and we believe the this weather and attached summary of initial forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, ment of every pub- cannot be measured in cold read is dollars and cents only.

But what should also be conthat we noticed a sidered by the State in estabne Jim Beard out lishing a value would be the to Hillbilly, dis-number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such collection as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritteaks, especially ages which have been the trademark of West Virginia in the past and also those that are for even tender) playing an important part in at in this for 6 the future of the state. The efore grilling and heritage of the past-an 1880 m't have delicious model steam locomotive lumfind 4 to 6 hours bering up the side of a mounsepough for our tain to a peak unequalled in height by any railroad in the Frup of alive on Eastern United States And just

taken? We believe the answer

200.00 first summer of operation as outlined calls for ten operating personnel at the going local \$1,254.00 rates for this type of employment. These costs have been day @ \$3.00 converted to a 7-day work week (56 hours) and based on an \$ 216.00 initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

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d many of his eat success, but which is also our friends, is a ough side, cooked

collection as these have a direct relationwho is known ship to the economy of the wonderful chef, State which would be derived comes to in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fish-

great success, but ing fees and the like. The State of West Virginia has at its disposal in the area of the Cass railroad the heritsteaks, especially ages which have been the trademark of West Virginia in the past and also those that are for even tender playing an important part in the future of the state. The heritage of the past-an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in beight by any railroad in the 2 cup of oleve od a stern United States. And just short five miles from the starting point of the railroad is our heritage of the futurethe National Radio Astronomy Observatory at Green Bank, and only forty-five miles away the Naval Research Observatory at Sugar Grove. Both these inisck pepper, i teastitutions are so aware of the responsibilities they have to the visitor that each is planning reception centers to accommods like a waste of

mein in an elevator and the other for Pontiacs where the two power shovels have a disry that cheap stuff pull out of the cussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judgnandler's nomination ing from the reaction of our everest of the new Betsy. But the two we have commercials goes to mentioned might even sell chow

guests arrive.

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before gnilling and

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oil 1-2 cup of sov

2 cup of bourbon

d 2 small onions

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3 tablespoons of

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I teaspoon of fresh-

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e vinegar. Use for

ey, but you don't

a brand like Jack

Commercials Chang King chow mein and Pontiacs.



Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

4 Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

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I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

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If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the least prompting will tell of the past

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Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)



The WEST VIRGINIA

SINGLE COPY

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

Save The Train!

THE STATE CAN BUY A RAILROAD AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the House-Senate group. It gives you pictures that a Virginia relired fan took. It gives you a pep talk letter from Pennsylvanian Pissail Remarks and a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

Keep this issue as either a souvenir of West Virginia's backwardness or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.





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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$284,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-

(Turn to Page 14)

Pictures
On
This Page
and on
Page 8
Made By
Mr. and Mrs.
William E.
Barrett, Jr.

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Baum Wr

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The WEST VIRGINIA

SINGLE

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

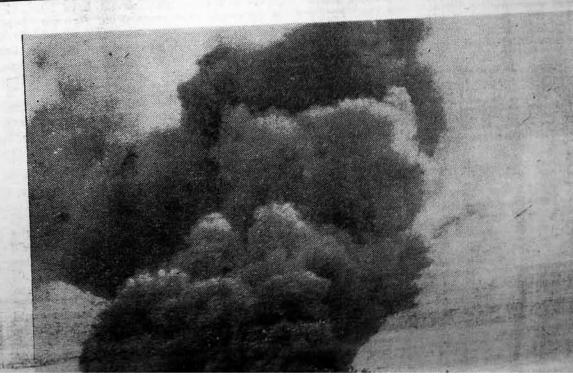
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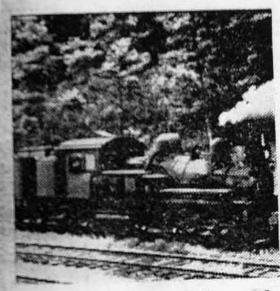


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(Turn to Page 8)



The railroaders call this "clawing" and the old coal-b rner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above



From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbis-Juia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks - very little has been done to preserve the most cherished heritage of all - our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tailulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America, I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw



NOVEMBER 12, 1960



Brakeman Barclay walks his last day on the empties, His Job finished on June 30, He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two trainlovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water





Old No. 4 gets shifted This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a sewenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

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looking at Mount McKinley (called Mt. Denali
by natives and the Indians) towering 16,000
feet from base level and 20,300 feet from sea
level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe
inspiring sight I can never forget. And with
the help of two large photo murals I took, I
never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note-a local friend of mine

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the know-



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious past.



placing one that burned Hillbilly that this she mill shouldn't that shown the years it will pay the state a pretty penny as a sepremir of the past. A logger's someons could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Chest.

level. Watching it as I did, from where I worked. 150 air miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can, Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe -the museums colosseums, pyramids, that take people there. One note-a local friend of mine in the junk business advises me that the maximum the line should be worth is \$7500 a mile delivered in Pittsburgh if the rail is resaleable and \$5000 if of only scrap value. Also he says that to lay track new would cost-la-

bor \$10 per foot and \$2,000 for switches plus

went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritea cave; and of course the not to be forgotten heritage of our future-the National Radio Astronomy Observatory at Green Bank, Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



Last empties come from Cheat woods, It's the last day of a sixty year span, West Virginia add 160 to its unemployed,



Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, as sure-fire tourist attractions.

The underground waters said to be about 200 feet his within the cavern near railroad.



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

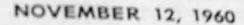
Cass Train Report

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Co-Chairman Harry R. Paul-

ONLY RAILROAD

legislative committees Sunlegislative committees Sunle





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Cass Train Report

(From Page 1)

er." is interested in buying the railroad if the state decides against making the purchase: | iesting senators and His reported offer is about \$75,000.

Co-Chairman Harry R. Paulley (D - McDowell) point - 1 out that the Government and Flanance Committee lacked a nance quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10member committee to do busi-

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission, The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that

A note of urgency was injected in the meeting by a let-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunuelegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D - McDowell) commented:

"This is the only railknlow of that road 1 doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said Conservation he thought the Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long-petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a re-cent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Ruh up Cheat

me private instituparts of the counis be alarmed over proportion of stu-

r private institu-

all. s the matter of unction: For exes and universich in commonst in common. I our University entertain the nog to bring every graduate in West organtown. That's , the unique funcniversity as I see rsity itself wants

Get Together

It would be no these are sheer nonsense. Let's

is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as se they resist ex- distinguished from mere timeense in a time of want to get and don't want to stion growth-for lose-let's put our money there an forcing down -we can always get warm bod- held in Charleston Sunday, Noon of young peo les to stand up in a classroom vember 20. go to college at and call the roll. We shall visery time the need it each other's campuses and of 1500 Marshall College stucalibre labor force learn about each other's prob- dents, along with numerous letdevelopment of lems and strengths first hand, ters and wires, was read to the ts are becoming I get tired of hotels-but never six man group before they unannd our country's of campuses. We shall help each imously voted on co-chairman need. Unemploy- other. First we must sell, even Harry Pauley's motion to recomely cured by rear- more than we have, the values mend the purchase. erations of unem- of higher education to the people and their leaders-make servation Director Warden M. rginia. I have the absolutely clear its indispensa- Lane, to get in touch with the bility to the State, to the Na- owners of the railroad and rollresisting growth tion and to youth in the second ing stock and attempt to get grow. This is half of the 20th century. We a reasonable price quoted for shall join in encouraging in-presentation to the full house creased corporate giving to membership when they convene higher education and in edu- in January for the 1961 sescating all our alumni to the sion. fact that their own education heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode ges in this State- the fallacies in the public mind, of the State- such as that tax-assisted instian draw on them tutions don't need private supdents in our grad- port, that voluntary contribuessional schools- tions to public institutions reall want better duce contributions to other inwhich to draw stitutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair can get together competition from low fees in of each of our tax assisted institutions. All of

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

fact was brought out at the Legislative committee meeting

A petition bearing the names

The motion instructed Con-

During the Sunday meeting whether public or private, was Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose de-Railroad.

thusiasm for the development ing and the Cass Railroad would once lived in Mason County.

of the Cass line but told the be in business, at a fraction of Just about everybody in West committee that his department Virginia, and several other would be glad to operate the Lane. states too, with a few notable scenic line if the legislature exceptions, has fallen in love followed the committee's apown enrollments serving It's talent that we with the Cass Railroad. This proval and "give us enough money to run it on".

Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost ascent. inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the center at radio-astronomy Green Bank, and an ardent lic meeting somewhere in the spokesman for advocates seek- state, as suggested by the West ing to preserve the last steam Virginia Hillbilly, to plan for mountain line in operation in action to present our cause to the eastern United States, dis- the West Virginia Legislature puted some of the cost figures when it convenes in January", quoted earlier in the hearing the astronomy center accountby Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million". Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed velopment should have higher tourists Rife explained that the priority than the Cass scenic state could purchase several TWAIN'S PARENTS LIVED old Pullman coaches and dining IN MASON COUNTY Lane expressed only mild en- cars and set them off on a sid-

the cost estimated by Director

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb t h e mountain and "a half a ton to come down".

"We propose to hold a pubant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

The parents of Mark Twain

scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more adult education.

Person to Person

the highly important field of receive Hillbilly for the next to and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

R. E. Mathews of Weston will at the invitation of WOR to tell



SINGLE

time to Start Workin SEMPER VOL. III NO. 15 9 'de Railroad

RICHWOOD, WEST VIRGINIA

MT. WASHINGTON put in enough

There is somebody who likes the little Cass railroad. This paper, for instance But this paper are isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows, One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

T. WAS COULD

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumptton and leadership than the New Dominion.

If enough of you West Virginians are interested in buying he stock to make this thing possi, let he now is the time to say your piece. Write this paper now as to what extent you can or will we get a good organization to take over the control of the power to the property of the property

OF NEW ENGLAND

There is somebody who of visitors.

Agen't like a railroad Some of visitors.

All who doesn't want to buy of that somebody is, first the he didn't say do it, and it wasn't have been been seen to the legister of the clugging up to the doesn't like the been see it he did the clugging up to the doesn't like the the sense if he did the clugging up to the would have said to the legister of the trailroad have said to the legister of the budget so it could be bought and let it be the first olive out the budget so it could be bought that the trailroad had been made good father House didn't itemize it. The copie of Cass to work running a little something. The Governer was and the Senate have to all the railroad to building nor has been made good father House and the Senate have to a gree or the budget can't be submitted and the legislature can't adjourn until they get together.

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The Biggest Treasure MT. WASHINGTON, N.H. in New England!

31/2 MILES FROM TOP TO BOTTOM! ON WORLD'S FIRST COG RAILWAY!

This is the story of your trip up Mount Washington on the World's First "Cog" Relikory, investing and built by Sylvester Marsh of Unleton, 14. It. This unique railway, often these long years of construction, was specied on July 3, 11609 and has operated continuously since that time except for one year in the first world war and three in the lost.

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3½ MILES TO THE

700

Hillbilly's Salute to

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nin- from there, also watch for a big to live. Let's take what God han somewhere soon. At this meet his we will have experts on eash. Watch for further into hand, we'll have alwayers to tell from this paper. How to organize stock compan out in the hands to take money will be to the world that molecular. This paper thinks the chances are over for commodities for its people who represent the over for commodities for its people who represent the corrections. happen in our West Virginia hills?

Th

Time to Start Workin' on

seem't like a railroad. Some- of visitors, ady who doesn't want to buy to little Casa Railroad and md it to charging up to the up of Old Baldy with a cargo free spending, fun-loving HUPSTON.

There's somebody that doesn't ant to put the unemployed copie of Cass to work running

somebody who will be necessary to take care great mandate and he is serving

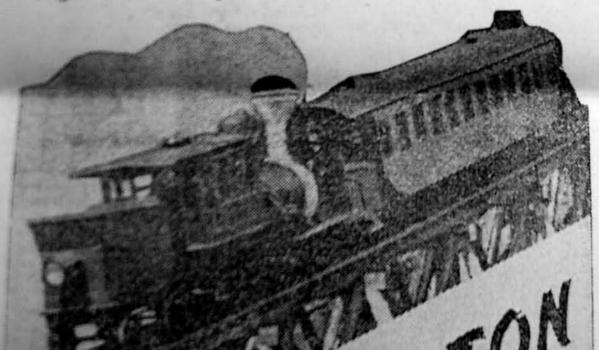
That somebody is, first the he didn't say do it, and it wasn't Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Goverset little railroad, to building nor has been made good father

by the divine right of kings. But done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to large tourist camps that of the West- Virginians by a agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

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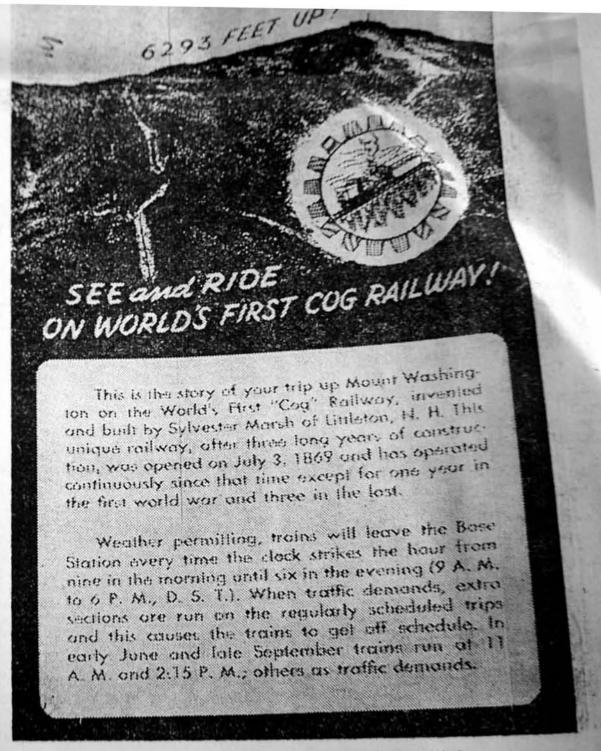


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... happen in our West Virginia hills?

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... happen in our West Virginia hills?

up and sold to the Old Domin- from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell from this paper. how to organize stock companon hands to take money.

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word

However, it is possible for the ies, and we'll have a treasurer state to do something. But this paper thinks the chances are Let's prove to the world that molecular. This paper thinks it West Virginia doesn't have to is a job for the people, not the go prowlng around Washington people who represent the

to The Irish Is on Page 14, B'gora!

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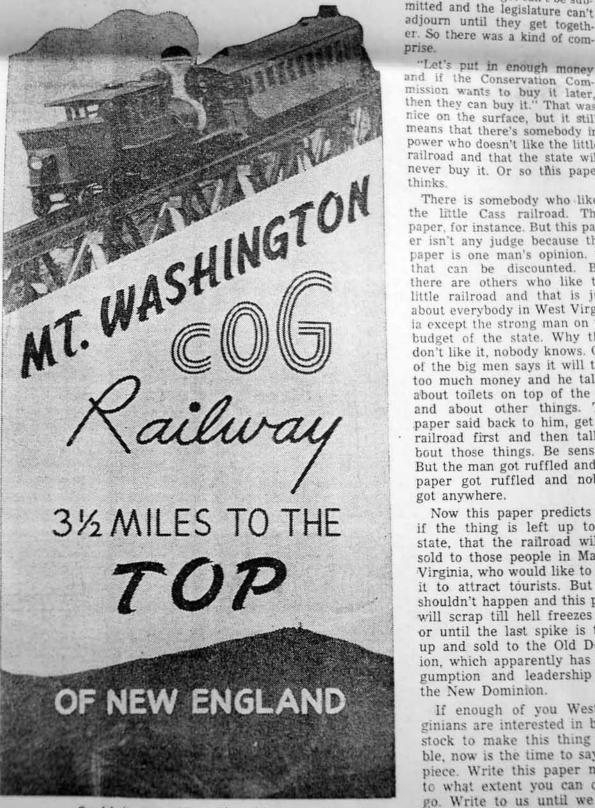
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Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russeli Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass. West Virginia as an operating maseum of railroading and lumbering—turn of the century style—for the banefit of the people of the state and as a major tourist attraction. And further, to abow that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 states. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog, Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaiting Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U.S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new rallroad would be prohibitive.

The highways for entering Casa

percenting restricted to the White Pane Continues and Engineer to the White Pane and Victors in rolling over the Mower subproad last October of occurred to the that from Restroad and none of the operating sucretic restroads came close to matching the Mower in spectacular sensory. Further the most scenic part of the line is within 6 miles of Casa.

It was because of this ride that the throught kept multing over in my mind that this definitely would be the line to preserve as an operating logging entraction. It would be a natural for the state to include it in its Park System This whole concept of a railroad park is not new in 1947 the Edarville BLR was born in Cape Cod District of Mass. with six mile of track around a Cramberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they made \$150,000 net proift. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

farm land it is presently bettering expectations and Mr. Wilburn, the operasing Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninterering stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car and cable is the Mower Lumber Co. It travels the highest point East of the Mississippi River of any railroad. It has the best scenery East of the Rockies, and is the only operational Railroad East of the Sierras that would have the po-

away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

W Va Hillhilly 10/22/1960

Complete Text of Russell Baum's Cass Railroad

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsle at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they made \$150,000 net proift. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5.000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

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of Russeli Baum's Cass Railroad Plea

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tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U.S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOCK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

the cradle to the grave".

woods of Cheat above Cass in Speaker Pauley comes in. Psezbontas County was done and it. track and locomotive, was being sold for scrap. I had tourist attraction.

Meet In Marlinton

drives more beautiful in the the prints. world, I suppose, but I have down the Pocahontas side of Fernison and stopped here and there just to look at it all.

Faily magning look at it all.

Figure 1. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 3. The side of the poem was look at it all.

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Figure 7. The side of the poem was look at it all.

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to but was never brave enough pointed place in Marlinton, is met. to participate in about life Mr. Koontz himself who is

Ike and Taxes

that was brave in a bit of name of Gambill, who is a tax delightful family. legislative maneuvering that lawyer, and who stops at Bill's brought the depredation to a place when passing through standstill until a delegation of that part of West Virginia. legislators could look into the "Tell him that story", says matter of preserving this ves. Bill and Gambill haltingly tells tige of steam for a possbile what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchi-Tre day of looking into the son or somebody. None of it is matter was Saturday at Cass clear to me, or even interesting, and I was invited by Legislative but the fellow gets to talking Auditor Clarence H. Koontz to about how big shots play up to be at the point of assemble the President and he starts at Marlinton at nine o'clock talking about this fellow who I left Richwood early so that I gets invited to the White House could drive slowly over Kenni- and how he works the deals son mountain and absorb the that keeps him on the invite autumn beauty for which this list. One involved a book, and drive is famous. There are is a story, I think, worthy of

Strangely enough I learned being like a mountain rail- standing in front of the place about Rev. Newell, Presbyterread with an engineer that was and wondering why it isn't ian pastor at Greenbank, when brave and admonshed me and open. He tells me where Sena- I went to New York that time the rest of the congregation to tor Carl Gainer is in the motel. to check the Big City for its make the run successful from I go there and after a while poverty and depressed areas of Senator Arch Reed comes in people following the dressing-The contemporary associ and we all go to breakfast, the down that the Saturday Eveation was a real Mountain Rail- place now being open and bust- ning Post gave West Virginia. read, one which I felt was ap- ling. At one booth are Mr. and One of the social workers there prosening a premature grave Mrs. Koontz and at another told me about Greenbank's he work being done in the is Delegate J. C. Cruikshanks. Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. facturately, and somewhat Bill Sperry introduces me to And so were his wife and chileiraculausly, been the engineer a stranger, a fellow by the dren. I have never met a more

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there be-

One barranter of aging I but concentrating quite lether- tion And there are others. Dick We see loads of steel along ferent shades of blue in each Dok as proceed to associate ously upon a herd of young Bowman, whom I know and Dr. the track and I am jolted into receding peak. Frank Callendar of the Green the thoughts of how this train I talk with Tom Edgar's wife, stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me Hillsboro (her birthplace) in and see that all the rest have "My Many Worlds". Tom Edgar intelligently anticipated this left his "other half", his two kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parkalike thing which he gives me and which shrouds me like a had it so good.

meaning of the half tingly pay him no mind at all Bank observatory. "Meet Dr. and its track will be like cer- a charming and devoted wife. I formula world at all old song but grare on with the hard-to- Phillip Newell", somebody says tain of the natives of Guam ask her how he will negotiate Last Seturds there kept come get nonochalance of the gender, and I shake hands with a sub- whom the Japanese slew. They, the problems of the legislature The first man I meet at scriber whom I have heard the Japs, made each man dig if he is elected. She tells me and have that I used to listen Bill Sperry's El Poco, the apknees at the edge of it, so that problems but all have been when the big knife came down solved and taken care of, and he could be kicked in after this one will. Mrs. Edgar is a his severed head. It's like this learned and well-read woman for the kind old steam loco- and her knowledge of things motive we are riding. It will in general is rather tremenpull up its track and haul it to dous and her interest in prothe bottom of the hill and moting tourism for West Virwhen the job is done it too ginia in general and her own will go for scrap. Unless, of Pocahontas in particular is alcourse, the State orders a most a passion with her. And Peral Buck is indeed a passion.

> Her father-in-law. Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become someis something to see. A little thing of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's remummy's bandage and I never ferring to him as "half man" in her book. "Nothing to it at John Killoran comes up to all. Tom knows what she meant. cause the officer completed his me and I say, "Fill me in He knows what happened to "John" and John fills me in him. He isn't a baby. As a never seen them. The day was exactly right as to weather and temperature. At 7.55 to the day was but would give a few but would give a temperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no down the Possible of marks a gold are fold in percentages. I think he is pretty

Regulat attraction.

stores more beautiful in the the prints. world, I suppose, but I have meser seen them. The day was slown the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, spangled type of thing that poem. That's all he knew. of the frost, into a sequin sparkled on the bright and yellows of the leaves, not to word. Soon as the dinner was Frazier of WVU. speak of the undertones of over, he got to a phone and brown limbs and green of still started calling book stores in in me the image of bespangled quotation to each of them and rera of Kleig lights. What a the man who could find it wonderful wonderland this all first. One was found after a is, this drive in the autumn short time and the man charover Kennison.

where green clings for a few it that you wanted . . . more precious minutes before donning the fatal costume. which, although colorful and gay, is still the danse macabre

comething about how President and and absorb the that keeps him on the invite

of a poem that he hadn't read driver and had himself loaded steep railroads. Railroad grades He understands more than peotemperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no or maybe a golf course - the base hospital. Tom Edgar of one inch per hundred feet grudges, I think he is pretty in Georgia for if anybody could is indeed a man. locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to ty-man, and Larry Fellure percent. But never more. This that looks like polychromatic get back to the simple ways (spelling, ugh!) who is a Uni- one is nine percent. Just think needle point work at times, and des or maybe the crystals again. "The President could versity of Virginia student and of that, nine percent".

tered a private plane to fly the book to Washington and extends on down the countour dinner was able to say to the of the hill and hills to the President, "Oh, by the way, I green level below, where the just happen to have with me frost hasn't come so early, and the book that has that poem in

Last Train from Cass

a bellows, giving me no glance preservation over his tv star there and in more distinct and I notice dif-

instance. Tom is running for self I will. Upward we go and Tell som that story save thought tells from Pocahontas. He is the Cruickshanks say that "por side is kind and consider to be called a form that Pearl Buck old Comstock is going to freeze you would think she would be considered to be considered describes in her chapter on to death" and I look about me have the right to 'put on' just to death" and I look about me and see that all the right to 'put on' just and see that all the right to 'put o some was Saturday at Cast clear to me, or even interesting, story there, which I haven't Bowman has evidently antici-And I was second by Legislative but the fellow gets to talking time or room for now. Let it pated my dumbness and has be at the point of assemble the President and he starts officer and he sat in a church Marinton at nine o'clock talking about this fellow who in Germany (?) making plans and which shrouds me like a offense at Pearl Buck's reand which shrough the first invited to the White House of an attack when a bomb came nummy's bandage and I never mummy's bandage and I never ferring to him as "half man" had it so good. legs off clean above the knees. Yes, there's a story there because the officer completed his me and I say, "Fill me in, He knows what happened to plans, gave some orders in con-

Wonderful People

quote but two lines from the railfan. I met Robert Jacobson, who is running for Prosecuting ward because it is gradual. I the sun shines or how the This fellow who was trying to Attorney, and who became a do notice that the autumn shadows fall. We come to a firey reds and oranges and make Eisenhower didn't say a subscriber. And I met Dr. Carl splendor is to be seen on all farm where cattle and sheep

the mountains and give the Now we come to a switch-back, with a subterranean waterfall green leaves, and created with. New York. He recited the legislators and all others who and Russell Baum, who started higher than the mighty Niawish to take the trip a prevue the whole thing, as you will gara. "Will we see it?" I ask grpsy girls dancing in an au- offered a ridiculous price to of what kind of ride a tourist remember if you have read the and am told that it will have can be taken, if it isn't too past two papers, rushes up to to wait another time. We turn crass to speak of taking tourists tell me something. for a ride. There is a caboose, or personnel car for the weak, The beauty of it parades and within a short time after the log car for the sturdy. We all and an open-air, side-railinged go open-air for the first shank States. This has to switch to the air is stronger, like a wine, of the journey.

is skyward. In a minute or so gine pull ahead and stops, the me, and share it, and to toss we are past the old Mower track is switched, and now it the dregs of contentment back mill that has sawed its last log is pulling instead of pushing, to grow and multiply for and we pass up the old rail- And this isn't so good at all others. I now see what it would There's no sense in taking road skidder that has also because the wind is against us mean, this railroad, to hundreds of nature the last fling before all the cars, so we double up yanked its last log from the and all the minute, and not of people who have never gone old Boroness Winter holds all and it isn't long until we are hills beyond, but that is no so minute, cinders from the up the side of a West Virginia In thrall, I have become potetic, at Cass. There is a crowd about doubt good because there was smokestack descend upon us mountain, by foot or rail, and but reality jerks me back. I the old steam locomotive which no greater rape of the woods like dirty snow and we all seek I think how lucky the state is come down hard upon the is belching out smoke in then that committed by this head coverage, using my parka that Russell Baum came to us brakes and swerve dangerously proper salutation. I see fami- Frankenstein of the forest. I hood, and others using handker before the tracks were taken to avoid hitting a young bull liar faces in the crowd and new think to myself how that old chiefs or whatever they can up and alerted us sleepy people. which has strayed from a field ones too. There is, first as al- mill could be kept as a souvenir find. The upward go is now There is more beauty; beauty and over a fence and stands ways when a steam engine is of a now dead way of providing very distinctly up and the beau- of white jutting rocks from the in the road. His head is thrust puffing John Killoran, the the world with lumber and ty at the sides is almost pain- side, trees of all colors. And forward, nose-quivering, as his WSAZ-TV man; who has been how there could be a woodhicks ful to look at. Behind us the there's a deep red here. Dick nostrils dilate in and out like going to bat for the train's museum assembled and kept backdrop of the mountains is Bowman brings it at a stop.

"John" and John fills me in him. He isn't a baby. As a At a dinner Eisenhower spoke nection with them, and called a and good, "This is one of the matter of fact he is all man, is one percent, for instance, great". Now most Main Line roads are from one and a half to two great too. percent. Some few roads, but And I met Dave Bond, the not Main Liners, are five or six and through autumnal foliage

> sides and back behind us is a graze and I am told that there The train is ready to go into valley with a backdrop of hills, is a cave near here, a cave

Switch Backs

switch-back in the United met and taken. It is colder and climb the hill". What he means and I wish there were more From the very start the ride is being demonstrated. The en- along to drink it all in with

Character of Pearl Buck

I had heard that Tom took in her book, "Nothing to it at John Killoran comes up to all. Tom knows what she meant.

And I think she is pretty

We have chugged up grades colorful and downy gossamer I don't notice the climb up- at others, depending upon how curve on the slant, then kead for higher ground. Another stop and a start and the second of "There is only one other the two switch-backs has been

(Turn to Page 14)

To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the halfforgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that knought the depredation to a standstill until a delegation of legislators could look into the emplier of preserving this vestige of steam for a possibile imprist attraction.

Meet In Marlinton

The day of looking into the analter was Saturday at Cass and I was invited by Legislative Auditor Clarence H Koostz to

but concentrating quite lecher- tion. And there a ously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, comething about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

Bowman, whom I Frank Callendar Bank observator Phillip Newell". and I shake har scriber whom much about t met.

Strangely en about Rev. Ne ian pastor at (I went to New to check the poverty and d people follow down that th ning Post ga One of the so told me a Rev. Newell told me abo known as th cuit Rider i there and s And so wer dren. I hav delightful

And ther nt the stat instance. House of from Poc "half mal describes Hillsboro "My Many left his legs, in story the time or suffice to

"make the run successful from the cradle to the grave".

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Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world. I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and vellows of the leaves, not to speak of the undertones brown limbs and green of still green leaves, and created within me the impre of bespanote

I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. 'Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

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The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before domning the fatal costume, which although colorful and gay, is still the danse macabre of mature, the last fling before old Baroness Winter holds all in thrall, I have become potetic, but reality ferks me back. I geene down hard upon the brakes and swerve dangerously is awood hitting a young bull which has strayed from a field and over a fence and stands 20 the road. His head is thrust forward, mose-quivering, as his accounts dulate in and out like going to bat for the train's museum a

locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking road skin all the cars, so we double up yanked it and it isn't long until we are hills beyo at Cass. There is a crowd about the old steam locomotive which no greater smbke in then that is belching out proper salutation. I see fami- Frankenste liar faces in the crowd and new think to I ones too. There is, first as al- mill could ways when a steam engine is of a now d puffing John Killoran, the the world WSAZ-TV man; who has been how there a bellows giving me no glance preservation over his twistanthereous

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re others. Dick We see loads of steel along know and Dr. the track and I am jolted into of the Green the thoughts of how this train Meet Dr. and its track will be like cersomebody says tain of the natives of Guam s with a sub- whom the Japanese slew. They, have heard the Japs, made each man dig had never his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I hear Crusekshanks say that "Poor aid Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated and of weather and are dressed in fitting garb. And Dick howman has evidently anticipaled my dumbness and has brought along an extra parkalike thing which he gives me

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife. a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me, "She is kind and considerate, and devoid of all pretence. would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

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John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This use is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will

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Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niahigher than told that it will have

percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

There is only one other in the United switch-back States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull shead and stops, the truck is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not an minute, cinders from the smokestack descend upon us his head coverage, using my parka I houd, and others using handkerand enteres of whatever they can me find. The upward go is now me very distinctly up and the beauand my at the sades is almost paincas but to look of Rehind us the opi backtrop of the mountains is more distinct and I notice dif-

We liave chasses and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and The firty snow and we all seek I think how lucky the state is before the tracks were taken up and alerted us sleepy people. There is more beauty: beauty

of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE I

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man I meet at El Poco, the ape in Marlinton, is himself who is fromt of the place ing why it isn't is me where Senaer is in the motel. and after a while Reed comes in to breakfast, the ne open and bustmoth are Mr. and amd at amother C. Cruikshanks. EN CHANNES ED.

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rating quite lecher- tion. And there are others. Dick a herd of young Bowman, whom I know and Dr. field, who exaspera- Frank Callendar of the Green him no mind at all Bank observatory. "Meet Dr. n with the hard-to- Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

> Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressingdown that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Porchontas. He is the "half man" that Pearl Buck describes in her chapter on Hillishere (her hirthplace) in "My Many Worlds". Turn Edgar oft his "other half", his two

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Wenderful People

And I met Dave Bond, the twoman, and Larry Fellure opelling, ught) who is a University of Virginia student and redfen. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Presser of WVU.

we pass a ros whistle toots a war stops and disgorge gers because a train is something to girl waves and I self to read some Tom Wolfe and I self I will. Upwar it gets colder Cruickshanks say old Comstock is to death" and I and see that all intelligently kind of weather ed in fitting g Bowman has e pated my dum brought along a like thing which and which shro mummy's banda had it so good.

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wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank

THE COL is skyward. In a minute or road arnd we are past the old Mower yanked its last log from think to myself how then that committed by this Liter San Land Land Land Land Land Land Land set a now dead way of providing no greater rape of Frankenstein of the the property assembled boog Muob tions there could be a woodbicks prison ad From the very start the ride the journey. we pass up the old railthat has sawed its last log beyond, but that is skidder that has with lumber and because there the woods that old forest. SEM also 50 tibe Ott

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at and world-wide to Clarkson has visitduction. Europe, the still Mexico twice of a concessi memory, second Ma. Clarkson mulative of memories into in the site in this

To Buy Or Not To Buy a Railroad

(From Page 10)
This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him, He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose Inside are pans of chickem, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocabontax world of Greenbank and beyond but a colored toy tells me it is time to cat end I turn down this trip to yes my structer devotion to the culinery efforts of Mr. Silverstein's cooks. I sit down with

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investiimmense gating group saw possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said to the following Sunday (30) the group would a Charleston for a deciment would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ahe in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, j had been told to good show for then He too, I think, purchase of that it could divert a tion from him.



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those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investiimmense gating group saw possibiliteis for the railroad as a tourist attraction.

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betimes yearn to share the mountain man's blissful solitude, close to nature?

MOUNTAIN

GAULEY

Louise McNeill \$4.00

Hillbilly Bookshop

RICHWOOD

his Cadillac and we fascinated as this will took the pasture in stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.



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radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand and one other annoyances of urban and suburban living, join with Judge Ruark in sulpting the hillbilly. It is understandable, is it not, if we

This amon measured is noither an offer to sell nor a solicitation of an offer the sell nor a solicitation of an offer to made only by the Prospectus.

New Issue

September

OCTOBER 29, 1960

Railroad

d at a feast for the ind me. They have a ith mashed potatoes and coffee, which is enormous tin cups. that calls for the sevotion and I give it. And my dinner aren't slouches eiting the stuff away.

ef Old Baldy

neme is talk of this the return of result to Bald Knob. end Mrs. Ted Riffe. Blackburst, author of the Flood", the his wery place, and a a to the various best the possible natur Reed thinks grand and Herb carried away with made was to the trip was Marry Pauley said the state should in the lop of Bald comb, to the way. Jent amder Sprace ground in III BE isomorphise what Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he been told to "put on a good show for them legislators". He too, I think, favored the purchase of that train, maybe it could divert a bit of attention from him.





A remark of East Cass - once a wild and wooly 'loggray entertainment zone' - remained until the 1985 lood. This 1976 wew of the business district was taken from the west and of the bridge looking towards the gray 30 degree curve.



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The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodhick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property—as well as the plant itself—fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

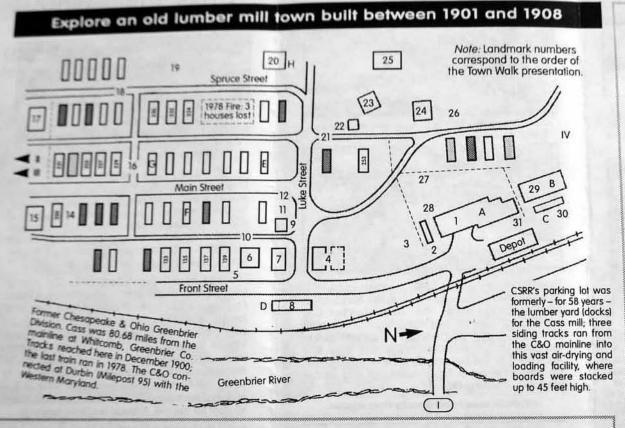
The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture — The West Virginia Spruce Lumber Co. — for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel deal for the mill, railroad and land holdings.

Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WYP&PCO.

Cass Scenic Railroad State Park
Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

A Former Company Store Complex Cass County Store (State Park Gift Shop), The Last Run Restaurant, Pocahontas County Tourism Commission Info Stand, Cass Wildlife Museum, Cass Historical Museum

B. Cass Showcase

C. Country Craft Junction

D. Lefty's Barber Shop

E. Something Special, Ltd.

F. Bear Essentials Tea & Spice Shoppe

G. Westvaco Forestry House Exhibit

H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

- Pocahontas Supply Company
 S.B. Nethkin Co. Meat Market
- (now Post Office)
 3. Original company office building site
- 4. Cass Hotel / Mountain Inn / Town Shop
- 5. Front Row (no street until 1925-26)
- First church (now Community Center)
 7. Masonic Building
 - 8. Latter-era company garage
- 9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
- 10. Lower Alley (missing many structures)
 - 11. The Pen ('milking cow jail')
 - 12. Company garage site
- 'Uptown Cass' Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
- 14. Site of first schoolhouse (1901-1908)
- Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
- Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
- 17. Methodist Episcopal South Church (1927)
- 18. Spruce Street 'The 'Back Rows'
- 19. Site of second schoolhouse (1908-1915)
- 20. General Manager's residence, 1933-1960
 - 21. Ascent of Big Bug Hill
- Dr. Uriah Hannah's office, 1913-1943
 Doctor's home, 1902-1943
- Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
 - 25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
 - 26. Horse barn stone foundation
 - 27. 'Aerial walkway' inexact replica
- 28. Site of S.B. Nethkin & Co. ice plant
- 29. Company hay and grain barn (1919)
- 30. Company Store retail coal bins 31. Retail coal scale shed
- East Cass 'logger's entertainment zone'
 (a.k.a. Brooklyn, Hell's Acre)
- II. 'Big School House' (built 1915-16)
- III. Slab Town company section dwellings for subsidiary's extract plant, 1914-1925
- Bohunk Hill once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase). rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Division of Natural Resources is an equal opportunity employer." CUSS SCEINC RUNIOUG SIGIO I GIA

Cass, West Virginia

Version 3.0, 9-96

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Late, great shop (1923-72)



Above The second Cass shop in 1965 at age 42 Below Five days after the May 23, 1972 fire



The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

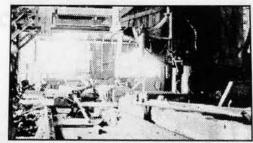
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War 1 corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* – available in brochure form at the depot ticket office – for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Version 3.0, 9-95

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Cass Scenic Railroad State Park
Cass, West Virginia

Cass: A Brief History And Guide To A Lumber Company Town; George Delke, Cass; 1989
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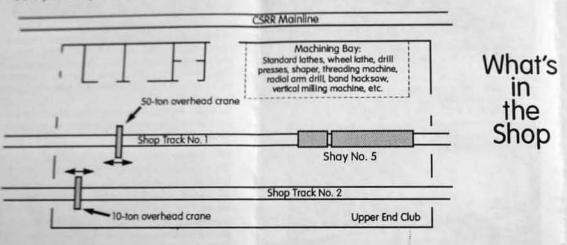
to the persons without regard to sex, race, color, age, religion, or of persons without and beginning to any radional adjacent with afficial rules and regulations and program only complained with afficial rules and regulations are defined in the color of the program porticipation.

The West Virginia Division of Natural Resources is an application open and programs and programs.

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



Active Power

Shey No. 2 (o'n 3320, 1928). Pacific Coast Model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated, the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton' 3-truck form – were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Cass Scenic Railroad State Park

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Paresons; Snd printing, 1994 Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Company Town; George Deike, Cass; 1989 Tumult On The Mountains; Lumbering in West

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line – where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

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In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-ofservice since June 1995; needs a new boiler.

Shay No. 36. (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year, because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

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for many years as vice-president of WVP&PCo zation in 1899, Cass (1868-1938) went on to serve



Phole by Philip Bogdor

The most prouter addition to park program offerings, the Tity Of the Merring Four, affords a visit to the requir shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Progressmanuse of the action, Heisler No. 6 steams—and amores—if up back in 1971.



1922 view, various callections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second was to the CSRR and has been deep heing myth from reality ever since, his grasp of the true history is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR — to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

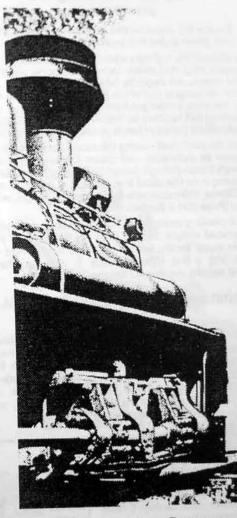
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 - Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for sentice, we begin by taking a look at the lumber mill an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

into the yard Itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Maving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

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After peeking inside the car shop, we enter a world of georhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

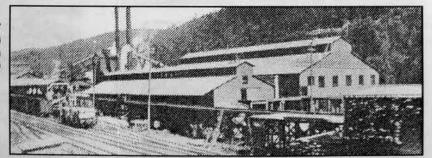
Behind-the-scenes Shop Tour, P.M.

1:50 - Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similiar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Town Walk

11:15 - Saturday 1:15*- Fri, Sun • 2:15* - Sun 5:10*- Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolat-

ed industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 - Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season – and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) – Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street 1908

Greenbrier Siding Deadline Stroll

2:50 - Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Parks Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

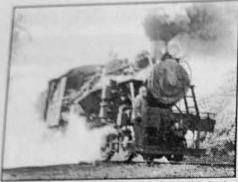


Photo by Philip Bagda

Moning Tour After visiting the repair shops, visitors have the opportunity to watch trains being prepared Since 1963, this time of day has been a favorite among railfans. Representative of the actor, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Baadon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

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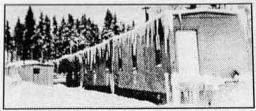
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Whittaker Camp No.1

New at Whittaker Station



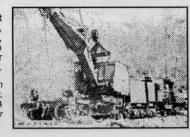
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bold Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No.1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

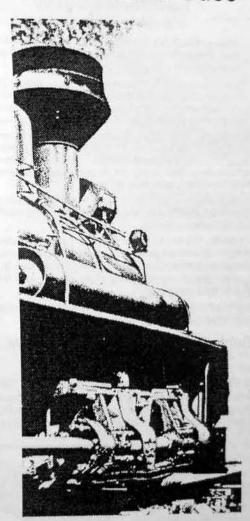
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking low: Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill ballines as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shapping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shap's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk

1:10*- Sun, Fri, Sat 3:10*- Saturday 5:05*- Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town – built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a questionand-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its eral had just been completed and was operating 11 hours daily except Sunday.

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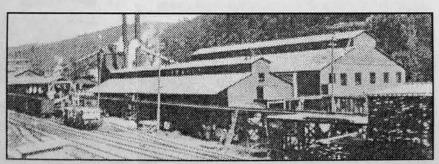
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This photo and top right from Lagging South Cheat: The History of the Snowshoe Lands by George Deike





South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town—historic subjects that they are—call for a different spin. Phillip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

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Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection West Virginia University Library

Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

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Aerial Log Skidding

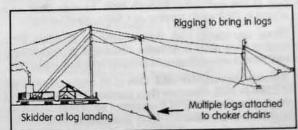


With tower standing 96 feet above its base, Meadow River No.1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) — which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.

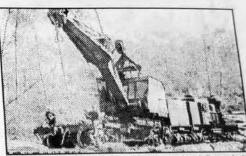


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!

Whittaker Camp No.1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

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of the Snowshoe Lands by George Deli

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



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Hamilt conditions are exemplified by this scene, c. 1950.
Phose by Bruce Crickard, George Deike Collection

stary bunk house quarters, rugged 'woodhicks' working on the Cass lob found themselves adapting to a new turn of accommodations. Soon after Mower turner Company bought out the Cass operation, find Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

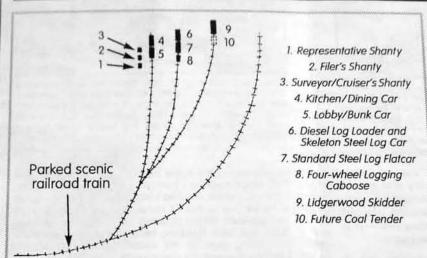
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower comp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assac., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Above: The second Cass shop in 1966 at age 43 Below: Days after the fire of May 23, 1972



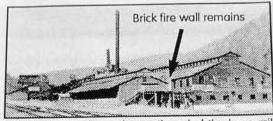
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

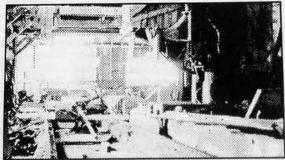
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steampowered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour*, *P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

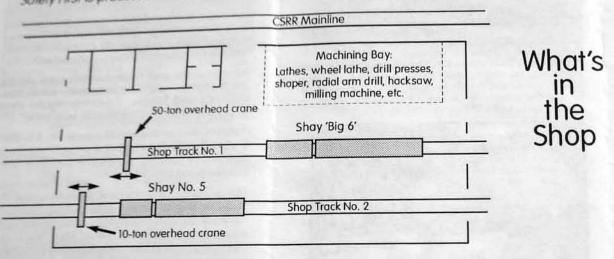
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



Active Power

Shay No. 2 (o/n 3320, 1928). Lima Pacific Coast model – 96 tons" superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated, the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton' 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36. (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia – first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

Celebrating the 59-year lumbering heritage of the Cass Scenic Kullibaa, 770

In brief: The Whittaker Camp No. 1 Display

^{*} Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).



Whitester Camp No. 1's reproductions of skilled workers sharifies provide a gimpse into a bygone are from a group of eight original and long-gone are from a group of eight original and long-gone are from a group of eight original and long-gone and from the group of 1940s — possibly on Side Run.

West Virginia and Regional History Collection West Virginia University Library

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The !

High-line Aerial Skidding

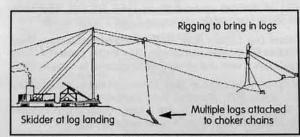


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Photo by Wally Johnson, MSR&LHA 1993 Calendar

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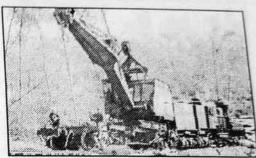


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From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!
Whittaker Camp No. 1

INDOSO MICIONI I UNDE MINE!



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

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Cass Scenic Railroad State Park
Cass, West Virginia

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A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

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ate Park

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

in 145, after more than 40 years of occupying twothan burkhouse quarters, rugged 'woodhick's' workthan on the Cass job found themselves adapting to a new term of accommodations. Soon after Mower than the Cass operation, and Weber – the new general manager – instituted comp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, creenbrier County, where this housing practice had been instituted in the early 1930s.

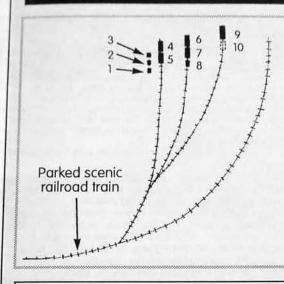
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



- Representative Shanty
 Filer's Shanty
- 3. Surveyor/Cruiser's Shanty
 - 4. Kitchen/Dining Car 5. Lobby/Bunk Car
- Diesel Log Loader and Skeleton Steel Log Car
- 7. Standard Steel Log Flatcar
 - 8. Four-wheel Logging Caboose
 - Lidgerwood Skidder
 - 10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which — besides grants and generous private financial support — has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993, considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

--- - amorem kind of vvest virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for



The lutest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the opportunity to watch trains being prepared Since 1963, this time of day has been a tworte among raifans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971



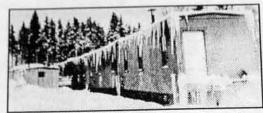
Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Phillip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

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Whittaker Camp No.1

New at Whittaker Station



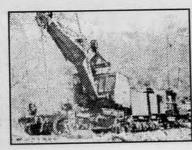
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

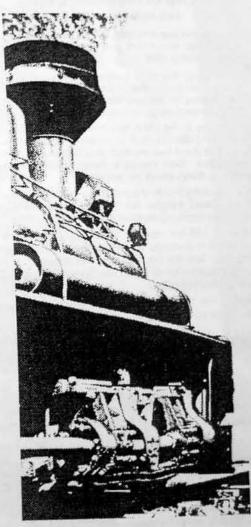
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia siule purk

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomative, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shapping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shap's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk

1:10*- Sun, Fri, Sat 3:10* - Saturday 5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, halfmile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated

industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Registry of Historical Places.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam — at least on screen in the Cass Scenic Railroad Early Years slide show. (P. Bagdon photo, 1968)





South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. -Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No.7, Mower Lumber camp train cars, and more.

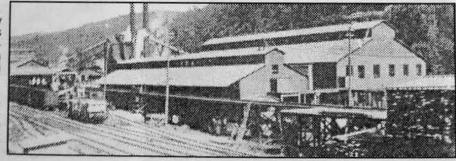
There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its eral had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Scenic Railroad . . . Park programs for a uniferent kin.

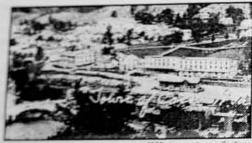
A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling sking was extended. The upper end of the track now used for parking excursion trains was Mower Lumber parking excursion trains was Mower Lumber parking excursion.

The littlest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Recresentative of the action, former Meadow River Lumber 90-ton Heisler No. 6 steams



Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No.1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

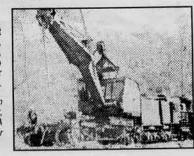


Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

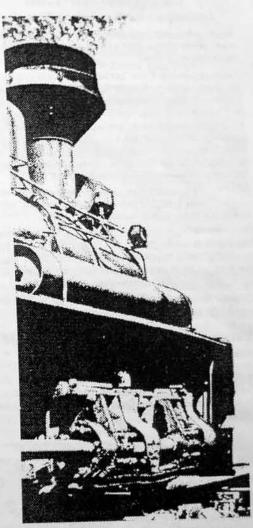
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs Cass Scenic Railroad State Park

August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour | Cass To

8:00 daily except Tuesday and Wednesday

Must at the dispot for this 75-minute, 1-mile walking four. Wear shoes that you don't mind getting wet from morning dew

team about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

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Maryland is undergoing final assembly after a twoyear-long heavy shapping. Besides pausing to watch the wark on No. 6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 1923 'company photo,' the second lumber mill complex (decidedly hightech for its eral had just been completed and was operating It hours daily except Sunday.

> This photo and top right from Logging South Cheat The History of the Snowshoe Lands by George Deike

Cass Town Walk

1:15*- Wed, Thur, Fri, Sun 4:10 - Saturday 5:10*- Mon, Wed, Thurs, Sun

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Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history,

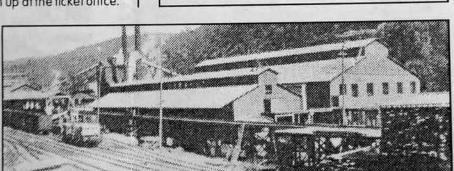
view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

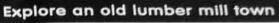
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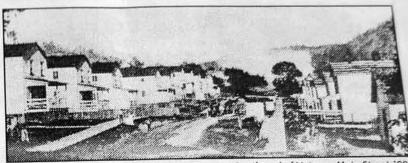


About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing hardcore 'gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here—and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).







South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

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During the value in baselook salend absorper was Mower Lumber Camp can 418 ps Abay 1870. The can is now part of the hillmaker Camp No. 1 dispilar.

Cars in the Whittaker Gamp No. 1 Display

Mover Camp Car No. 419. A Micdetown wood, truss and father (anguined by West Virginia Pulp & Paper Co. for lag thair service around 1919) fabricated into a bunk ran by Mover Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was added in 1919 while serving as CSRR's 'sand house.'

Februaried Camp Train Car. Mower log flat No. 110 which carried the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1980s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the Diesel log loader at Whittaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber, was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a dosed platform excursion car before being retired instead of conversion of wheels to roller bearing.

Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this boober mode the rear of log trains out of Swandale Clay County) for Elk River Coal & Lumber and sucessors — W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G.P. Used on railfan charters for several years, originally rostered as No. 8,

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beety 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research:
Artie Barkley, George Delke, Danny Seldomridge,
Bud Cassell, John Cassell, Red McMillion
Darren Seldomridge, Wayne Cassell, Rex Cassell,
Richard Sparks, John Killoran, George Fizer



Ex-Mower Lumber Co. kitchen car No. 417 on the upper shop lead, August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

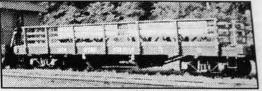
Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad

Equipment Roster

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses — 30-foot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O). Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car, The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.

Version 2.0 • September 1996



Lacomotive frael of cars, CBRX 219 and 250 on the reach back, 3-72

Log Cars

Movem Laterbee Meant Archive Flation. There were over plot of these soldnot wood flats used at Cass by West strepnic hulp & Paper during the turnbering heyday, Mover Lambar Co. (1962-1960) operated a reduced-size fleet. Full of the empire excursion train (Closed Platform No. 3) and the only sector Case ling car. It is currently spotted on the life company story lead in Case awaiting restoration.

Membre River B-series akeretons (13 including Whittaker Camp No. 1. A treal of 22 of these steel 40-foot log bunks fluoriestally donated by Membre River Lumber's successor, George Paullic, in 1972 — with 12 (8-1, 8-4, 8-5, 8-6, 8-10, 8-2, 8-3, 8-25, 8-30) brought directly to Caus and 8 (8-2, 8-3, 8-7, 8-28, 8-25) brought directly to Caus and 8 (8-2, 8-3, 8-7, 8-8, 8-11, 8-14, 8-18, 8-22) placed in stronge at the Howes Leather Tannery in Frank, five empurior care for 9 cars converted for excursion service. Today, 8-11 and 8-30 are are still used in railtan charter sentice for log train renderings. Car 8-10 has carried the American log loader since the early 1980s; 8-12 is part of the Whittaker Camp No. 1 display; 8-14 has carried the Campa borier since it arrived from Canada. Nine additional care are scattered through the array of rolling stock on the Greenzier dead line.

Meadow River E-series (2). These skeleton-style adaptations — E-31, E-32 — began service at Meadow River Lumber Co. as ex-C30 fatcars used as spacer cars (between oversize long tree' loadout). Research shows that there e-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have these an aservice here; on Greenbrier dead line,

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1976 shipping oil for Shays 2 and 3; placed out-of-service upon the and of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1976; four additional cars were shipped in the

rolling stock recement of 10-85, in Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number, Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at Writtaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' ("OB" and OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

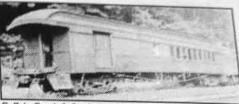
Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, 8-67

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

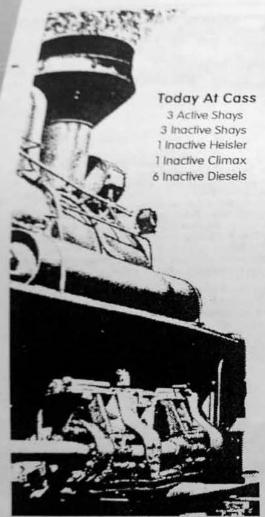
9.00 daily except Tuesday and vvegnesony

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

the Cost lumber mill, once one of the

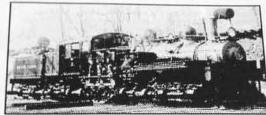
4:10 - Saturday
5:10* - Mon, Wed, Thurs, Sun
Meet on the Cass Country
Store steps for a 40-minute,
half-mile swing through the





CSRR brochure art, 1964-67

Sources other than personal research:
Artie Barkley, George Deike, Danny Seldomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907), 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition, it was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham Couunty R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad

Locomotive Roster

(All-time)

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model — 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boorn & Lumber Co., shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

 Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 * September 1996



Senso No. P absorbs after its assiste. July 1971.

Ether No. 2 min 1903, 1908). R2 tons, came to Cass new to the Greenthrier & Eth Rheer, West Virginia Spruce umber Cin a tailmed out of Cass - the oldest and longest assembly Shan here, its cylinders were cracked in 1958 white saming the mill's dry kills plant as a steam source, thus was impressize when the State acquired the railroad in 1962 after repair, it was put into service three years later, summetty out of service for a five sheet replacement; it will be back in service for May Railfan Weekend.

Share ("Big") No. 6 cm 2054, 1945). Lima class 150-3, superheated, the last and record largest Shary built; plans or Care No. 12 in its original, 154-bon' 3-truck form) — were used as bundational design, worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 2% nating grade) for only a few years, displayed in featurement of the BMO Railroad Museum for over 25 years before amoning here in 1960 (in a long-term trade for Shay No. 1 and Porter 0-4-67 No. 714); in 1961, operated for the first time in 28 years, used sparingly until service on the Cass Guitom Run (1964-85); extensive shopping removed it from the rester for two full operating seasons; reassembled, big 6 spart paint of August on the upper shop track for final painting. If sed up and tested on 9-21 and 9-24 (first run up mountain); it will run this fail, at least periodically.

Out of Service Steam Power

mersion No. 6 John 1591, 1929). 90 tons"; one of the largest units out shopped by Heisler of Erie, Pa.; originally served floaturis Cost and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967,

then spent over 25 years in Greenbrier County as Meadow Histor Lumber No.6; came here on its own power in 1966 and west into service on Bald Knob Inaugural Weekend (May 1968); but of service since 6-95; needs a new boiler.

Shay No. 7 (on 3131, 1920), 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job — Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Rallroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boller but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here — until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



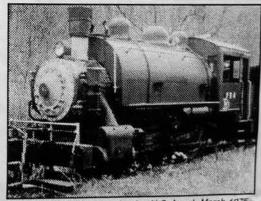
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Bamey"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.



Locomotive fuel oil cars. CSFIX 219 and 220 on the ready track 3.25

CASS HOMECOMING 1998 11th Annual

The community of Cass wicomes you to our 1.1th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committe. Your suggestions and ocntibutitions are greatly apprecitated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and ocmments can be referred to any member of our ocmmittee:

Darrell Turner - Preisident

Katrina Defibaugh - Treasure

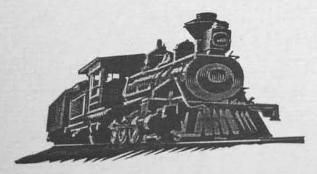
Cathy Ribble - Secretary
Terru Ribble Lefty Meeks

Dan Defibaugh Wanda Halterman

Stan Beafore Dave McMillion

Lisa Hubbert Gail Vanderander

Joe Warder Tonya Warder Brenda Thomas Mary Perkins



Printed By POCAHONTAS COUNTY TOURISM COMMISSION 1-800-336-7009

HTH ANNUAL CASS HOMECOMING 1998 AGENDA

June 24 - June 28

June 24

Pagent for Prince & Princes 7:00pm Cass Fire Hall (age's 5-8)

June 25

Prize Games Free for all ages 7:30pm Community Center (Donations excepted)

June 26

The Great Cake Walk

7:30pm

Community Center Parking Lot or Fire House in case of rain.

June 27

Registration

10:00am -3pm Fire House

** You must register to receive a dinner ticket **

Start the day of fun for the young and the young at heart Located at the Fire House

Pet Show

10:00am

With small household deomestic pets

Games

Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar

10:00am

Fire House (set up 8:00am)

Antique Car Show and

Fire Truck Display

11:00am

Fire House

The Second Annual Cass Parade

1:00pm

Magic Show

2:00pm

Puppet Show (following the Magic Show)

Community Center

Registration Table will Continue

4:00pm-6:20pm

Community Center

Crowing Ceremonies of the Queen and King

5:00pm

Community Center

7:00pm

Dance Live - Music

Bigger and Better

June 28

Church with Gospel Sing

10:00am

Cass Methodis Church Final Registration

11:00 -12 noon

Community Center

1:00pm

Buffet Dinner

* Don't forger to bring your dinner ticket or you will be charged \$5.00*

West Virgini Writers' Project RESIMROW IDENTIFICATION REPORT

Subject Pocahontas County History Date February 12, 1941

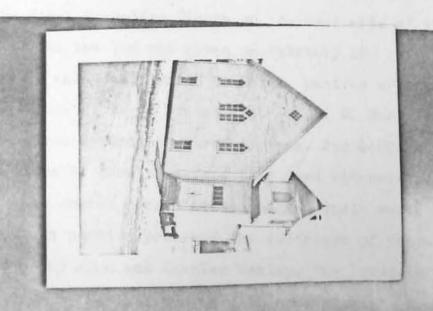
Research Worker Juanita S. Dilley Date Research Taken reb. 7, 1941

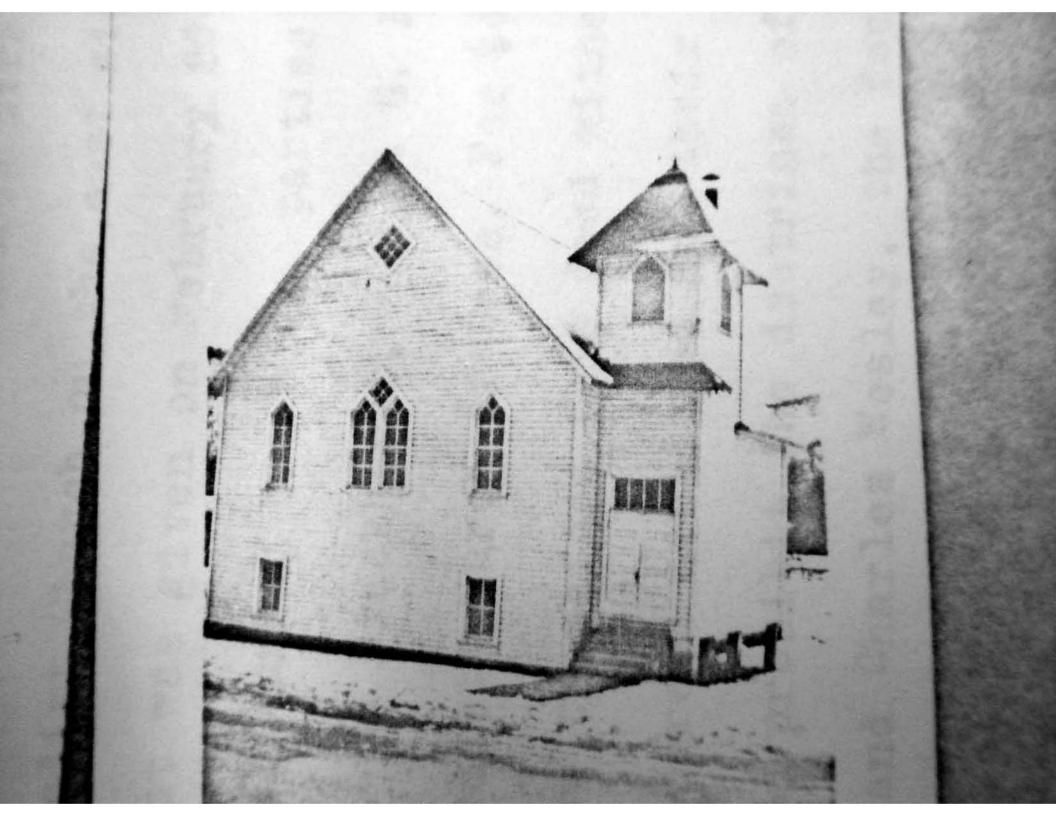
Typist Juanita S. Dilley Date Typod Feb. 12, 1941

Source Deed Books 61 page 416 Date Filed

Rev. Q. Arbogast, and Kev. H. Blackhurst

I did not know until a few days ago that I was foring to have to get these churches so this is not as complete as citomight have been.





Cass Methodist Churches

TVI

St

The Methodist class of the M. E. Church South was organized in 1903 by the Rev. John McNeil of the Greenbank circuit. Ado not have the date when the M. E. class was organized, but it was soon after the above date. No church was built in Cass until in 1920 when the Presbyterians built theirs. For four years this church was used by the Methodists, too. Finally some of the Presbyterians objected to the Methodists using the church, and decided to charge them \$15. per Sunday or \$25. for two Sundays per month. They soon decided that they could not afford to pay this amount, and that it would be best to build a church of their own.

The M. E. members withdrew first and in 1924 built
The First Methodist Church on the east side of the river. The
deed for the lot was given on February 20, 1924 by Dr. Allen
Burner and Mabel Burner his wife, parties of the first part, and
J. P. Smith, H. O. Blackherst, and A. G. Hardbarger, trustees of
the First Methodist church of Cass. For \$400. cash lots 6 and 7
in block 1. "Now therefore this deed witnesseth, the trustees
of said church herein mentioned and their successors in office
shall at no time prohibit the doctrines of Sanctification as
taught by John and Charles Wesley, the founders of Methodistism."

A little later in that same year the M. E. South members also withdrew from the church, and the deed for the lots were given by William V. Hiner and Grace C. Hiner his wife, to C. P. Gillispie, J. W. Bible, Roy Cook, Burk McCarty, J. Hobbs Rose, H. H. Brown, Markwood Gum, L. S. Cochran and William Siple, trustees, for the sum of \$1,800, a lot or parcel of land in Cass

2

adjoining the land of the West 'irginia Pulp and Paper Co. for the use of the M. E. Church, South.

In 1939 these two churches were united, and the M. E. South church is used for preaching purposes. The M. E. church is still used for Sunday school.

The Stewards are C. P. Gillispie, J. W. Bible, Roy Cook, and Rev. H. O. Blackherst. E. R. Loudermilk is the Supt. and the teachers are J. W. Jack, Mrs. Myrl Ervin, Mrs. C. P. Gillispie, C. P. Gillispie, Mrs J. H. Rose, Warren Shiflett, and Audre McPherson. Burk McCarty is the Sec. and Treas.

Mrs. Charles Sheets is the Pres. of the Womens Society of Christain Service.

Pocahontas County

-1-

Chapter 6 - Section 2

Cass Presbyterian Church

Cass, in Pocahontas County, has for a number of years been the center of an extensive lumber industry, and a considerable amount of lumber is still produced in this area. The citizenship of Cass is unusually cosmopolitan in character.

The first Presbyterian services in Cass were conducted by Mev. Henry ... McLaughlin, then pastor of the liberty and Baxter Churches, in 1900. He organized a Junday School in the school house at this time and the preaching services were also conducted here.

It was in 1903 that Asa D. watkins, a student at the Union Theological Seminary at Richmond, Virginia, was sent to Cass by the Home Mission Committee to preach during the summer vacation. The saw the need of a church there and after his graduation proceeded to carry out his idea by hard and systematic work. With the aid of J. S. Mathews, the late Samuel B. Mannah and other prominent men in the Greenbank District, enough money was raised through loans and subscription to start the church building which, when completed in 1904, was dedicated by Rev. Henry W. McLaughlin. To Asa watkins should go the credit of making this church possible. He did everything from raising the money to employing men to do the constructing which he superintended

and aided.

"Professor asa D. Watkins of Hampden Sidney College and formerly a pastor of this church, died suddenly on December 17, 1932."

As time passes and many new churches come into this fold and worship God in a comfortable and beautiful church building, and its affairs are organized and governed by capable christian men and women, it should be remembered that it was asa watkins, a ministerial student, who came to Cass at vacation time, and conducted services in whatever building was procurable and ministered to the needs of its peo-It was he who saw the need of a church in this town ple. when practically no one else did, and working alone, raised money through direct subscription and loans, whereby the nucleus of the present building was erected and furnished. He hired the men to do the work and did a good bit of it himself. It was he who induced the members of the Presbyterian Church who had moved to Cass, to procure their letters in order that a congregation might be organized. It was he who moderated the first congregational meeting at which time the organization was made complete. In fact, it was through the persistent and untiring efforts of asa D. Watkins that the movement was started that culminsted in the present organization, and that has brought many sould to Christ.

The deed for the lots to this church was made on Aug.

1, 1921, from the west Varginia Pulp and Paper Co. to R. S.

Hickman, J. S. Mathews and U. S. Mannah, Trs. for the Cass

Presbyterian Church, subject to the following reservations

and restrictions: that the lots are to be used for the pur
pose of maintaining thereon a house for Divine worship or

other buildings for strictly religious purposes. Should

the parties of the second part or their successors in office

ever abandon use of said premises for such purposes or with
in forty years from this date attempt to dispose of said

premises to others to be used for other than religious

purposes, the title of the said premises shall revert to

the party of the first part.

The Cass Fresbyterian Church was organized with a membership of twelve persons. On the following yest, 1905, there were mineteen members reported to the General Assembly. The names of the charter members that I have been able to get are:

br. H. ward . andolph

Ers. W. F. Anderson

Mr. and Irs. J. S. Lathers

" S. B. Nethken

Dr. and Ers. J. D. Arbuckle

" S. L. Clark

hr. James A. hirkpatrick

Mr. and Irs. Benj. F. Conrad

Liss Lannie Gillispie (now Lrs. J. Hall Wilson)

Dr. H. ward handolph and ir. J. S. hathews were elected, ordsined and installed elders and Dr. J. D. Arbuckle, Ben-

jamin P. Conrad and James A. Kirkpatrich, descons.

after Dr. matkins resigned the pulpit was filled from time to time with several ministers, all of whom preached at Liberty Church at Greenbank and Bexter Church at Dunmore.

Later a request was sent to Greenbrier Presbytery to segregate the Cass whurch from the Liberty and Baxter Churches, the promise being made that it could support a full time minister. The request was granted and nev. Fred ... Gray was suggested. He was immediately called. His services were valuable indeed. -- e brought a large number of new members into the church and was one of its greatest pastors and preachers. During his pastorate the church building was remodeled and enlarged.

The corner stone of this building was laid by the Lesonic Grand Lodge of "est Virginia. The dedicatory sermon was prese ed by Jr. walter W. Bain. Asa watkins preached the evening sermon. For many years the Cass Church has been out of debt.

all denominations used the Cass Presbyterian Church for a number of years.

The building occupied by the Cass congregation was erected in 1904, and remodeled in 1919. It was partially destroyed by fire in March, 1927, and was repaired and renodeled later that same year. Lany or most of the church resorts were destroyed at the time of the fire.

Postlontes County

431-

The roll of ministers of the Cass Presbyterian Church is as follows:

Ass D. Mathins, D.D	
Buin	1904-1907
J. S. Mennison	1007-1010
Louis A. Kelly	1910-1912
	1912-1915
Fred w. Wray, D.D.	1918-1929
Jones T. Pharr	1939- present

foday this church has an active membership of one hundred forty-four persons. It has for many years sent a steady stream of young people into city churches in this and adjoining states.

This church has enjoyed an aggressive leadership and is active in all of its various departments, being noted for the fine young people it has developed in the church's service. The work of its moman's auxiliary has been especially effecient.

The cass resbyterian Church has in the past maintained outpost work in certain nearby lumbering settlements, notably at apruce and asywood, but these have been discontinued as the lumber operations in these settlements have closed and the people have moved anay.

have gone out from the Cass whereh, among whom may be named nev. T. L. Harnsbarger, missionary to africa; hiss alice Lamah, teacher of missionaries' children in africa; and

the Mev. Lewis Lyle, now serving in Chicago, Ill.

Union prayer meetings are held alternately with the three churches at Cass. No other denominations hold services at the present time in the Presbyterian Church.

The present pastor, Rev. James T. Pharr, was born in Charlotte, North Carolina. He attended Charlotte School for Boys, wavidson College and Union Theological Seminary at Hichmond, Virginia. Rev. Pharr has served the Cass Fresbyterian Church and the Alexander Memorial Church at Stony Bottom for the past eleven years.

During the past year nine new members were added to the Cass Church.

a Daily Vacation Bible School was conducted in our church under the direction of "ev. Blandon from the Seminary at .ichmond. The school opened July 22, 1940 and continued through July 26th. Rev. J. T. Pharr and the following young people assisted with this school: Evelyn Fox, Deatrice Blackhurst, Ernestine Hamrick, William Viering, and Tim Pharr.

Lach year this church sends a group of young people to camp and conference.

The present Elders are:

F. C. Nickell

E. Shafer

a. N. Smith

hay ... Fox

a. J. Blackhurst

J. H. Moyer

S. D. Huff

2. L. Duncan

Deacons:

J. A. Kirkpatrick

W. G. Moss

C. M. Stover

R. S. Hickman

Guy Tallman

Luther B. Jones

The Sunday School enrollment at the present time is one hundred thirty-three.

The Young Peoples League organized an outpost Sunday School at Deer Creek with an enrollment of twenty. Harold Mickell served as the Supt. of this Sunday School until recently when he went to work in another town and Mr. A. N. Smith, Sr., is now Supt. Phis Sunday School is now self-supporting.

I have been unable to find any record of the first women's societies in the Cass Church. The women of the church are now organized according to the Auxiliary plan of worship. The following is a list of the presidents of the Auxiliary to date:

Mrs. J. S. Hanneh

Ars. R. S. Clark

Trs. I. J. Kenealy

-8-

Mrs. J. H. Moyer

Mrs. W. A. Hammen

Mrs. E. P. Shaffer 1929 to March 1930

Mrs. E. L. Duncan 1930-1932

Mrs. J. N. Hannah 1932-1934

Mrs. R. W. Fox 1934-1936

Mrs. W. L. Ralston 1936-1938

Mrs. W. T. Miller 1938-1940

The average enrollment for the ten years is fifty-four members. The largest number on roll at any one time is sixty-one. The smallest was fifty.

The enrollment this year is forty. This is because of so many members moving away. The following are the officers for 1940-1941:

President ---- Mrs. W. T. Miller

Vice-President ---- Mrs. W. L. Ralston

Secretary ----- Mrs. T. J. Kenealy

Treasurer ----- Mrs. L. B. Johes

Historian ----- Mrs. J. W. Keyser

In 1934, a Business womens Circle was organized with twenty-six members on roll. They pay a definite part of the budget each year. This year the amount is fifty dollars.

Lach year the Auxiliary sends from two to four young people to the Conference at Lewisburg. This year four young people were sent to camp. For five years they sent one delegate to ... Va. Synodical Prining School. For two years two

delegates were sent to this school.

Each year since 1936, the Auxiliary has adopted a child from the orphanage (to the extent of buying his clothes). Last year \$28.28 was spent for outfitting the orphan.

At Thanksgiving time each year a large box of canned fruit is sent to the Davis-Stuart School. At Christmas time baskets of fruit, toys and clothing are sent to the needier families in the community.

cussion of these books.

Once during the year there are study classes of at least five hours of intensive study of some Book or Theme of the Bible.

In 1936 a plan was suggested in the church whereby each person read a certain portion of the Bible each day. At the end of the year many had read their Bible through. Now each woman follows the Auxiliary suggestion for daily Bible reading.

The muxiliary stresses tithing. Last year there were twenty-one tithers reported in our muxiliary.

For an example of the money expended by the Auxiliary in one year, the following was for the year April 1, 1938 to April 1, 1939:

PLAN LO

Budget	\$196.00 86.00 65.78 51.06 78.52 29.75
Total	507.11

The Auxiliary paid fifty dollars per year for three years to the Ministers' Annuity Fund. In 1935 it paid \$161.52 to paint the manse and church.

In the past few years we have lost five members of the auxiliary by death and many members have moved away, making our enrollment at the present time forty members. Despite this fact, we have not reduced our budget and have been able to go over-the-top each year and have contributed to the causes as usual. This year we also contributed material for draperies to be used in the homes of Missionaries in Africa where our own alice Hannah is serving as teacher of missionaries' children.

Information: Church on the Western Waters - Courtney
Mr. J. S. Mathews, Bridgeport, Conn.
Mrs. J. W. Keyser

The "oman's Auxiliary was organized in July 1923, but did nor join the Presbyterial until 1928.

they are taking up. Whatever growth there may be in atmospheric CO₂ comes from those regions, and it is so documented in <u>Science</u>.

North America's dynamic forest and vegetative base is holding its world CO₂ emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a CO₂/Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of CO₂ control unmatched by any other region of the world.

I am honored to have been a part of your Centennial celebration, to have taken this journey through our early and intertwined roots, and to have been able to share two perspectives with you which I feel need to be widely recognized and positively publicized.

-12-

Ladies and Gentlemen of Cass, I thank you, I salute you, and I wish you the very best of good fortune in the next 100 years!

REMARKS BY JOHN A. LUKE CASS CENTENNIAL CELEBRATION MAY 26, 2000

Introduction

As I stand here with you today, I think back to the early days, 100 years ago, of West Virginia Pulp and Paper (now Westvaco) and the birth of this community of Cass. I think of our interwoven histories, our challenges, the accomplishments of the last Century, and of its people and their vision and determination.

I plan to try to capture that century in a capsule and then touch on two perspectives formed from that period and its forests. Each has an environmental basis, and each is terribly important today.

Looking back 100 years, we see the Lukes of that period with their mill up on the Potomac River, then 10 years old, and thriving with the technology they had developed to prove that pulp could be made

profitably from wood and driving the industry from one based on rags to one based on wood. This was of enormous importance to Westvaco, to the paper industry, and to the economy of the country.

The forests of West Virginia had been selected for this venture because of their vast stands of spruce, an ideal raw material for that early papermaking, even though it was a species already under heavy pressure from active and aggressive logging.

As that first mill grew, the company decided to expand with the construction of a second mill in Covington, Virginia, as well as ventures in Davis and Parsons. With this program prudence dictated an assured supply of spruce, and so, some 70,000 acres of timberland were purchased in this area to meet that emerging need. To log this land, a railroad which would eventually extend to 81 miles and the top of Cheat Mountain was built. And, to complement its pulpwood production, a double band sawmill was built at Leatherbark Creek to

produce finished lumber--and so, was born this community of Cass, named then for Joseph K. Cass, a Westvaco officer, an investor in the company, and member of the family from whom a mill in Tyrone, Pennsylvania, had just been purchased.

The Town of Cass and Westvaco flourished together for the next 30 years or so, until a couple of things happened. The spruce forests of the State had been harvested to virtual depletion, and the Great Depression hit.

No longer able to secure spruce in adequate quantity, Westvaco had to learn to make paper all over again—this time from the natural mix of local Appalachian hardwoods. As it conquered this challenge, the company retreated from the Cass area and concentrated on the lower cost, but technologically difficult, resource growing so abundantly and so close to its point of consumption. This meant that the Pocohantas County lands had become strategically less important in the 1940s and thus available for sale to Mower Lumber. Westvaco would rely on a

different source of fiber and put the capital invested in these lands to other uses. With the sale to Mower, Cass and Westvaco went their separate ways in search of their futures.

But, Westvaco was not to leave West Virginia as its mills at Luke and Covington continued to flourish and once again needed wood from further afield. It had been actively buying West Virginia wood on the open market for local mill delivery, but by the mid-1950s, it had again embarked on a land acquisition program which would lead to the 375,000 acres it now owns and manages so intensively in this State. To the casual observer, this might appear to have been a circular strategy on the company's part, but in fact, it was a wholly new and very different strategy—carefully conceived and carefully executed to support today's needs and tomorrow's. And so, here we are back together again 100 years later, as warm friends, and with each of us still traveling our own road, with Westvaco full of admiration for the creative and determined manner in which the wonderful people of

Cass have faced and overcome their challenges in the very best of

American tradition, and with Westvaco also in full admiration of the

mighty forest resource in this area, even though it is a vastly different

one than 100 years ago.

This very brief time capsule now brings forward the two environmental- and forest-based perspectives which I mentioned earlier and which I now want to share.

The <u>first</u> deals with the popular environmental ideal of Sustainable

Forestry. In this country we have a large, diverse, and productive

forest base. It is more vast and more productive than it was 100 years
ago, and even 75 percent as large today as it was 400 years ago

despite our enormous national growth in population and development
over those years. Not only has the size of the nation's forest been

stable for the last 100 years, but the volume of wood per acre has also

increased very substantially. In fact, wood is today growing 35 percent faster than it is being harvested.

This has all happened for a variety of reasons. Importantly, forest conversion to cropland leveled off in the 1920s, and forest fire loss has been reduced from levels approaching 50 million acres per year in the early 1900s to around 2 million today. Trees are being planted at astounding rates—some 400 or more for every child born in this country, and increasingly intensive forest management is demonstrating its enormous value. In short, our forests in America today are showing a remarkable recovery from earlier centuries when they contributed so much to our early development. Can we sustain the forest base that has and is contributing so much? Yes, WE CAN, and yes, WE ARE sustaining this dynamic and renewable resource. And that fact is more than amply demonstrated right here in this region as we look about at your magnificent forest today and reflect on the extraordinary contributions it has consistently made over its last 100 years. The same is true for the entire state of West Virginia. It may be hard to visualize, but most of West Virginia was severely harvested around the turn of the century. Yet today, the state sustains a vital part of the global forest industry along with a marvelous tourist industry based on its forests, water, and wildlife.

Lest anyone rest on any laurels, let me state emphatically that the job is far from done. Sustainable Forestry is essential for our nation's future needs and potentials, but sustainability doesn't mean just maintaining the status quo. It means assuring that healthy, dynamic forest ecosystems flourish in support of the needs of each new generation. While the national report on Sustainable Forestry is positive, there is far too little consistency in practiced sustainability across the country.

America is continuing to dedicate ever more forest land to limited use purposes, and a largely urban public opinion does not appreciate the

capacity of well-managed forests to meet the multiple objectives of clean water, vibrant wildlife, stimulating recreation and high quality forest products. And beyond limited use, our individually owned forests are becoming more fragmented in ownership every year as a result of tax and inheritance policies and from economic pressures to develop them. With fewer acres available each year, we need to manage highly productive and healthy forests that can sustain an ever higher demand for our nation's wood products. This means that we will have to learn to grow trees as fast, and as economically, as the best of our world competition. Brazil and Indonesia—and I do not mean their rainforests—are powerful examples of what is being done as they grow hardwood four times faster than our Appalachian hardwoods and pines twice to three times as fast as our most productive pine plantations. These cold facts go straight to thee economic heart of the competitive strength of our forest resource, and the world market is uncompromising. Sustaining our forests through this century to meet the needs of the next requires that they not only

problem. My objective today is not to debate Global Warming as fact or fiction, or as perilous or not. Rather, it is to dispel the notion that just because North America is a very large generator of carbon dioxide, that it must also be a very large contributor to CO2 in the world's atmosphere and, therefore, Global Warming-NOT TRUE, based on work by scientists from Princeton, Columbia, and the Federal scientific agency known as NOAA, and which was published in the distinguished journal Science in 1998. These findings, little noted by the media, were based on comparisons of the level of CO₂ in the atmosphere coming to our West Coast and the level of CO2 in the atmosphere leaving our East Coast on the wings of the prevailing wind flow across the continent. NO increase in CO2 content in the atmosphere leaving our shores was found-ZERO contribution to the rest of the world. PERIOD. The study determined that North America is taking up all the CO2 it is generating, while the rest of the world-primarily Eurasia and North Africa and, secondarily, the Tropics and Southern Hemisphere are releasing far more CO2 than

they are taking up. Whatever growth there may be in atmospheric CO2 comes from those regions, and it is so documented in Science.

North America's dynamic forest and vegetative base is holding its world CO₂ emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a CO₂/Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of CO₂ control unmatched by any other region of the world.

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-12-

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-Cass Scenic Railroad Memory-

by Sheriff Given Pop Good, Leonard

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To the traveler who has never first flights of wa

Pardee & Curtin Lumber

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been in the Webster-Randolph-

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talls along the Scenic Railroad. presence of dozens of tiny water-One interesting anomaly is the

of the pine family, spruce, vellow and red pine used by enic Railroad crosses it ninded, Por the scientifically minded, Is the for the scientifically minded, Is the scientific sc -35 and bis agains a sade sasin where the Greenbrier Limestone engineers of Mowery Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

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Cauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Springs with George lackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

grandpa's house. The steam locomotive. the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet

into the air, it puffs and

engineer had his own way

of blowing the whistle for

railroad crossings, cows on

the railroad tracks, as they

passed their girlfriend's

house, and a super whistle

as they passed grandma's or

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shav and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

pistons throb, the princians willis grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So. Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffer's town of old spruce and new spruce, and

Spruce, the coldest and the highest town (3.853) feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/8 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/8 mile to Copar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14

Early Passenger Train Service

The Cass (West Virginia) Scenic Railroad

January 5, 1959

Turn most gruntful to Mr. Warren F. Blackburst, libetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 syste, also author of "Riders of the Flood," "Sewdust in Your Eyes". and soon another "Of Men and Mighey Mountain". At the present be is semiretired and his the announcer on the Cass Scenic Kailroad and operages a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Black hurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's ourdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10hour shift would saw 250 ed., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece foe Shay ergitte, a good school, church, and its the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric. all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today-Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs. long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes. stagged pants, John Ritchie green and black or red and

black checkered shirts.

suspenders, a log dump

with real logs about onehalf mile from camp close to the railroad. You must have a siding with the original log cars—some loaded-some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute

audition each day. The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its

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Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

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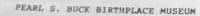
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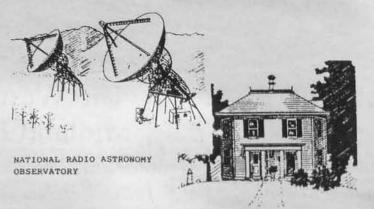
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Pocahontas County and it's Many Attractions...



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For a FREE information pack on attractions, recreation, and much more call or write:

pocahontas county tourism commission

P.O. Box 275 - Marlinton, WV 24954 1-800-336-7009

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Mice Ticago, Diseas. Holly Junemon o, Thruse Fronks, 2004 Raver, wielded to tion for lack of The West Virginia ure, under the of W.W. Berron. Governor Smith. to give the Town w life with an old ic railroad. Last 00 people plus cumi, took the trip through the ks getting hot their hair. The any engines, new given hope to a on. The Cass ailroad tully to the original ogging such as Jamp No. 5 or be the biggest raction West ever known. le original and worthy to

Cass Scenic Railroad Memory

Continued From Page 1 dwindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shirt per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for iunk and the town suffered

massive unemployment. Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, I.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12½ miles of steam

steal and the greatest and

best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad

purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 34 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 121/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Oovernor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the purchase from Midwest lunk Yard. The #1 Mower Lumber Company railroad engine was later painted. stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world: the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad

track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work Chear Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute

Shay engines, and the # Hysler, cruising speed

season, farmers could be harvesting from spring

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet-a grade of 2% is

standard for s A trip on th Railroad, a museum, th the railroad cinders, the on top of C the sweater will be a gr the future.

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Cass Scenic Rai Dinner Train S

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17. July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

FAR Whittaker Station

Bald Knob Children

Ticket includes admission

Whittaker Station Bald Knob No group rates

> SPECIAL SA NIGHT TRA

fourth round of their championship fight at seen plowing, planting or

nory

ween Cass and Durbin. e amateur politicians of V let the railroad from rbin to Cheat Junction ish as well as the stern-Maryland raild from Elkins to sons. Thomas and is. The politicians of never did have any range planning. All the oads in WV are ntial scenic railroad ctions. The railroad in town of Webster gs to Bergoo and Slaty would be an excellent railroad for WV. business boom or reof business for

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descript, planting or

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is

standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time rail-roading songs, folk, country and traditional music. Prices for these

outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL—WVA.

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The floods of 1985 destroyed the railroad

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Shay engines, and the #5 Hysler, cruising speed

GROUP RATES Minimum 15 Persons

PARES Whiteaker Station Adult \$8.00; Child \$4.00 Bald Kreek HIGGS BUILDSON ID Care States, Will

CALL WYA

Attended.

Museum, Historical Museum.

Whittaker Station Adult \$7.00; Child \$3.50 Bald Knob Adult \$10.00; Child \$4.50 No group rates on weekends

SPECIAL SATURDAY NIGHT TRAIN RIDES

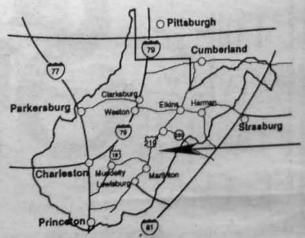
Includes: West Virginia Barbecue Live Entertainment Train Ride

> June 10 and 17 July 1, 15 and 29 August 5 and 19 September 2

BY RESERVATIONS ONLY Adult......\$22.00

SPECIAL TRAINS

SENIOR TRAIN -September 9 \$13.00 HALLOWEEN TRAIN - October 28 Adults \$10; Children \$5.00



Midland Railroad

Continued From Page 1 The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4. 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City: a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall. On June 20, 1925, with

many guests there with the

famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

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The Old Cherry River Boom And Lumber Company

April 21, 1965 Now does one being back memories of logging dem when power area were unknown, when wood hicks "Shot George" a form of sould sold by door peddlers which made the backs unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and suiff the George until they all became as happy as larks; when the Shay engine was king; when overhead skindlers were tops in logging when men pulled the cross cut for 10 hours and flexed their muscles and sorayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; where food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story



Webster County man, Mr. George Gumm, a proud refined railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars-they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church. school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much facter than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge-the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five

working weeks. The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run 34 mile, wrecked and killed Frachier Adams, engineer loe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new names-Billy Hawks, trainmaster: loe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you chear him today?"

Janu

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills. although George Gumm. on one occasion pulled 63 from Three Forks 10 Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school. church, big store and about 75 houses, boarding house. a dentist, Dr. George Dver (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Year 'Round Enjoyment

Pool

Stables

Skiing •

Fishing •

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

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ers.

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County. carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Hines, all still living.) 1 Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day, Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 vears ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

> H.B. Nichols, White's White, H.B. Nichols, Stuck Hall, or Merchie

expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently-from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scence of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4 Cauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932-their bridge was gone and the big steam engine had broken down about the same time, never to be repaired. mainly because the virgin forest was fast disappear-

The year 1943, during World War II saw Charley Budgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Cauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was

properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 vielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, ¾ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at lerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Straton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

Pardee And Curtin Lumber Railroad

Continued From Page 5 Waggy, now living in Charleston, WV. The elder Wagy losged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill

operations.
In 1873, Taylor County,
Grafton, WV, the Pardee
Curtin Company started a
small sawmill which
erupted into one of the
leading lumbering and
mining companies in the
state of West Virginia. The
Curtin assets moved from
Taylor County to Sutton,
Braxton County in 1886
with portable mills. About
1890 a flood erupted in
Sutton, brekning a log dam

Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to beip buy and install a band mill at Sutton. Curtin had their first band mill in Braxton. County. about

The year 1900 saw
Curtin move to Nicholas
County with three band
mills, located at Hominy
Falls, Coal Siding, and
Curtin This operation was

went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal
Siding, the band mills were cutting away daily, each

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were

men realized the danger, jumped to safety, and were unburt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; atask that required many hours of planning and

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to b uild his conveyors for waste wide enough for crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas

County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer,

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

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The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11

Pardee And Curtin Lumber Railroad

Continued From Page 5 Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand

The Birch Valley Lumber Company was a big operation at Tioga for

acres on Missouri Run.

many years.

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I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Bezeton County in 1886 with portable mills. About 1890 a flood erupted in sarana, breakning a log dam Company lost two million feet of logs. These logs were caught in St. Albans, Kanzuha County, and sold. The assets were used so help buy and install a

hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25. fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley the whole operation. A railroad bus made daily runs, from Curtin to

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The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap. living conditions also cheap. Old General Curtin was considered honorable man. cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland

coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. engine and Bill Skidmore. engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. mill was in operation by April 1929. Mitchell, 10 who was considered one of the best at that time, made but one

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to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Elv Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads,

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The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines Its operation ran for some 15 years, yet, little bishory of this mine is known to this writer, because they were an out of state scorporation.

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the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carson and sell them for \$1.50) applies to many other items.

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Parcoal, or Bergoo No.

1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Burton or Bergoo No. 2, from 1930 to 1954. produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Purdee Currin home office as more located there as well as an all electric sewmill. A number promises of the coal Company houses are owned by andicadonic and a large percentage of the popula-THE REST WHERE FOR PRINCIPLE milianty of surrout on 18011384 SEED

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Mr. Orkney, from our

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Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from every day in the mines and got more out of the store than they earned.

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

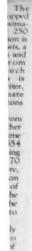
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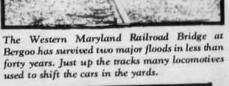








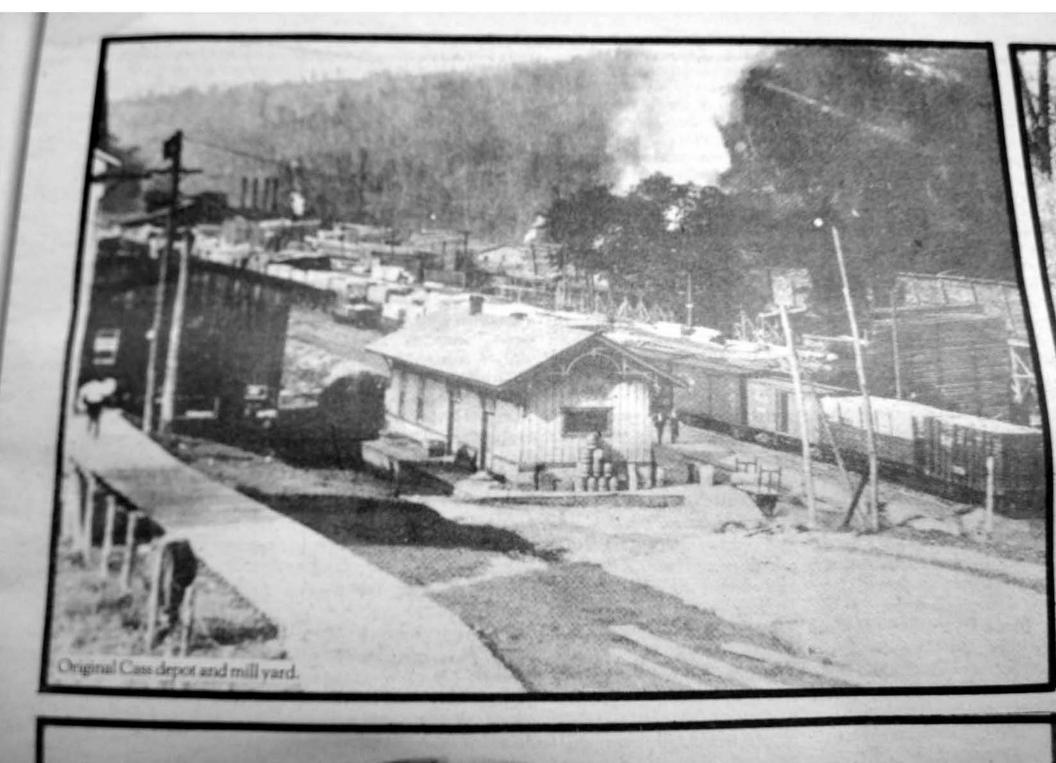




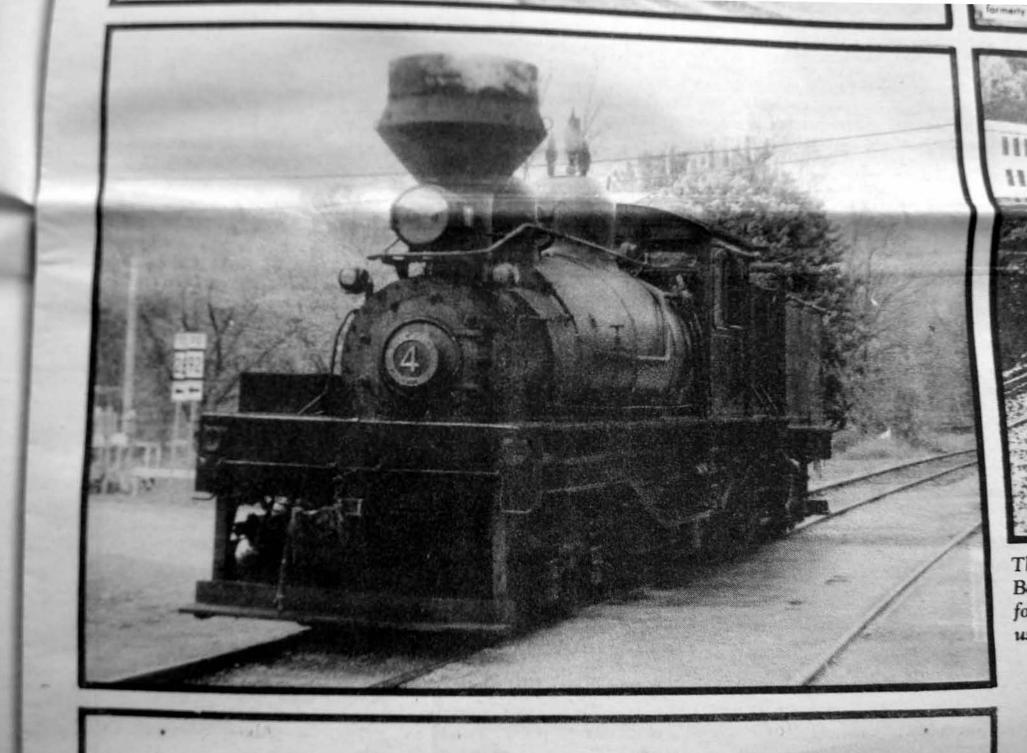




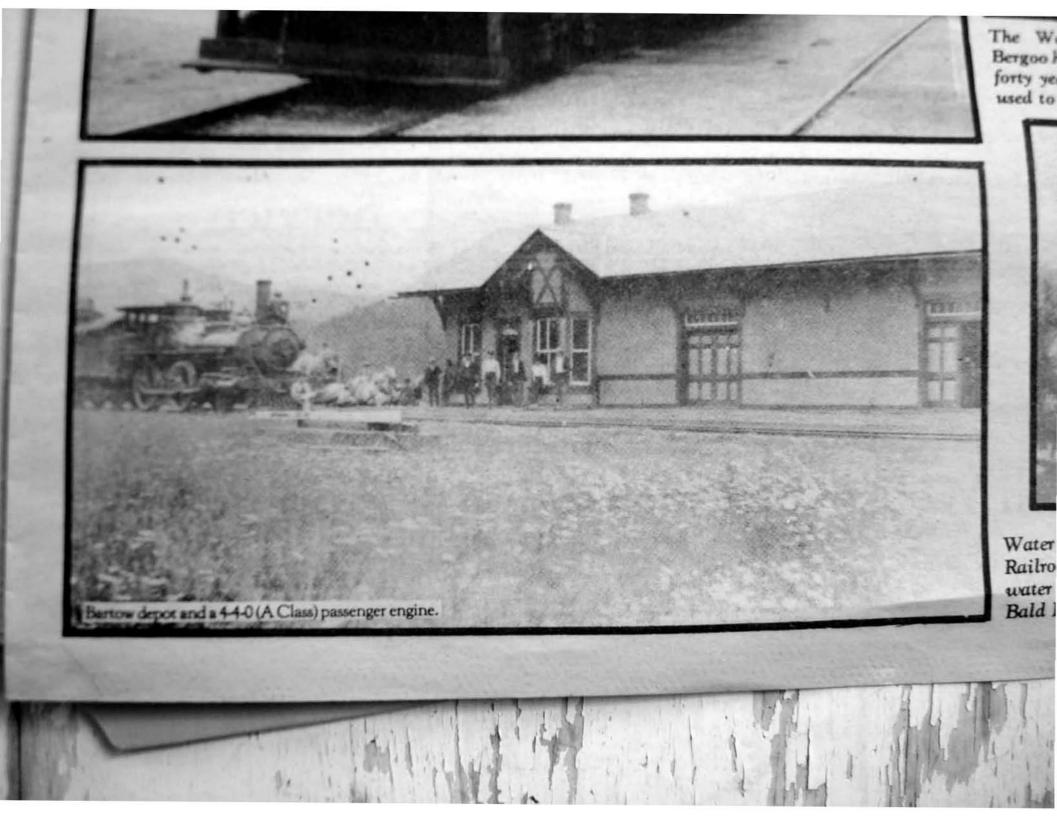
Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



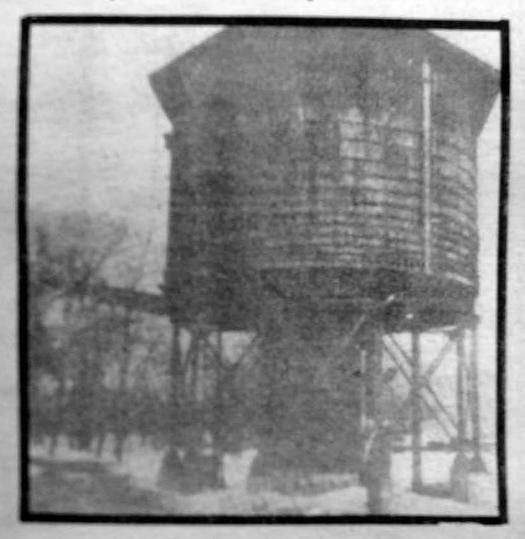




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The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob. Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



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Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap upped his eyebrows. He looked like a midget with a circus. His best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. determination and hard "He started from Buckhanwork made him one of the non to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thaver in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thaver served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken ail and we derailed 18 hoppers of coal. Everybody remembers the bridge

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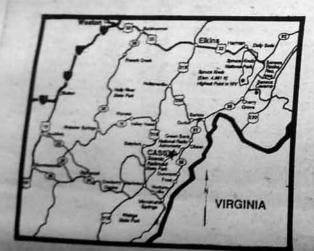
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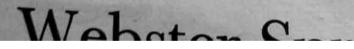
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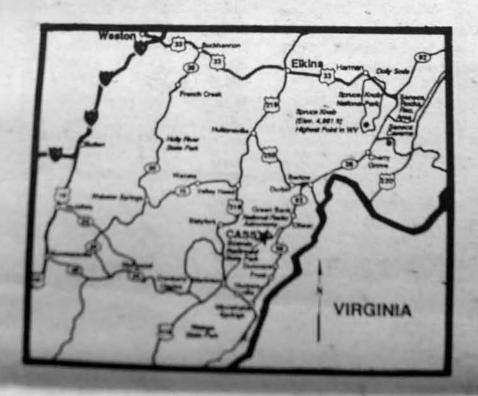
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Mr political career has been filled with dangles, standers, and boo-boos. Summines we learn from the men-elected, as well as the elected Dick Benson, the popular air pilot and rato-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Builey had stolen the bullots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate est for 4 years

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an alltime high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips,

checkerboard John Ritchie shirts, etc. Out of this 10day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide. Last year 1985, I had TV

in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone, I have a TV library, VHS and Beta, thirty-six 30minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative ession, 1986.

Perhaps the greatest Joe

discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

The state of the s

lobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

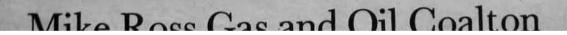
politically is simple and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits. labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits. junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never

The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

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Mike Ross Gas and Oil Coalton

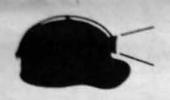


If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling. Mike Ross

Buckhannon, WV 26201 (304) 472-1110







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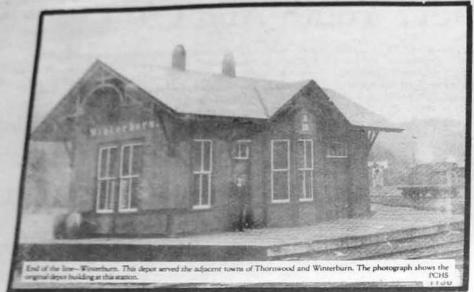
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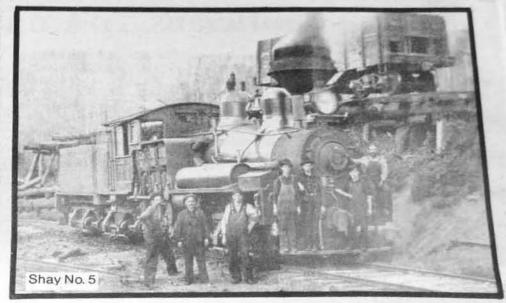
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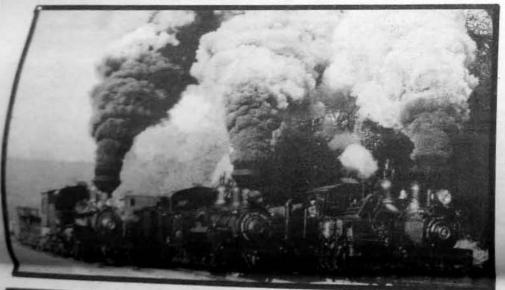
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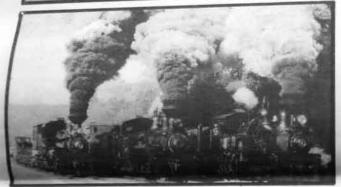
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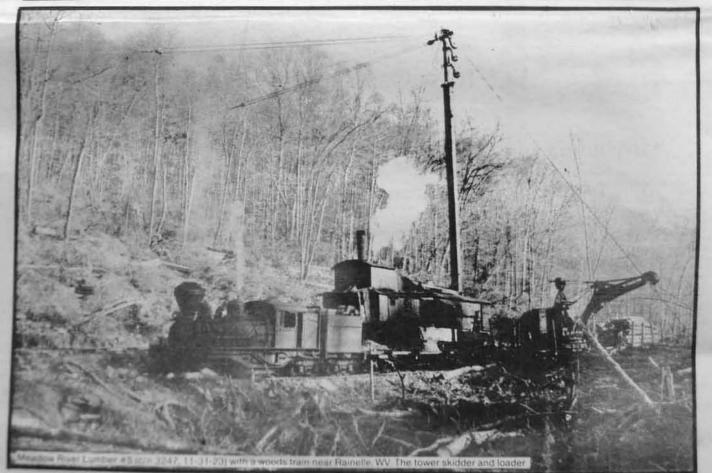


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Coldest And Highest

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A Trip To Bald Knob

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Spruce, through the scenic wonderland from Bengoo to Slavy Fork, to Spruce. We were honored to have Mr Utterback, trainmasses of the Elkins branch, as one of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Charman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energence teacher from the local Webster Springs High School, Mr. Lerov Crislip, was with us as photographer, and he is a as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County (tibens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pardee-Curtin Lumber

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We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wash for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health

P.S. Put a copy of this story in the attic or under the bed, and forget all the manakes. I write once a work and perfection is a





Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions raking time out from work to sit on the front porch of the old Company Store. which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently wisited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shey No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company, Numher 5 is in operation and No. I is being completely ownthauled and will be sensity flow service by June of 1967. Shay No. 1 was the less angine to Bald Knob in 1961 with Wally Barron and other state officials

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It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left. Webster County should have been taxed by the ton and board feet. The population at Bergoo, No. 4, and Barton and Parcoal were good people, who workedhard for a livelihood, it is a shame they had see been the state of West.

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P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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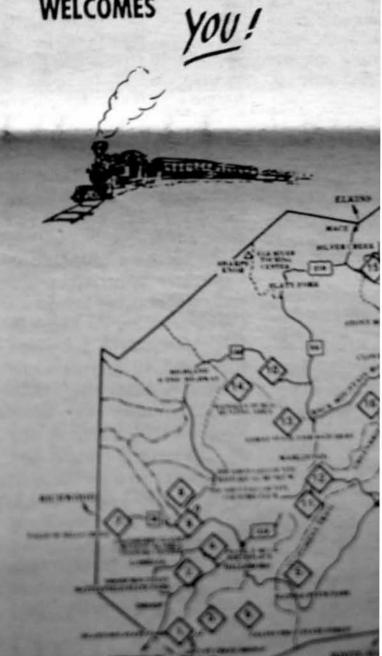
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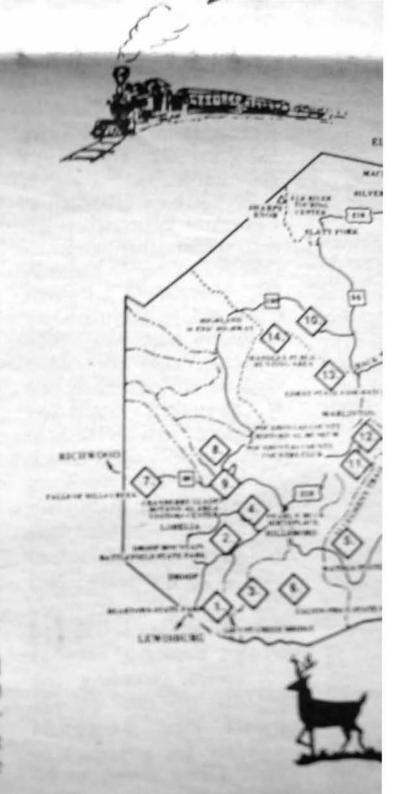
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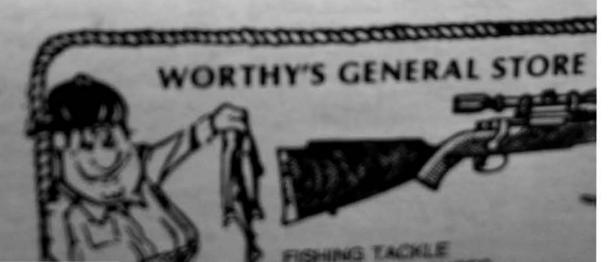
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by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8



Knob

attraction, a always loaded from throughand States, is a a few monder. As shay relic of almost stalls prough the in the Cass and Tour, all mores a thrill; the engineer tomers and every day, a few hot d up to a ry to all

pertain day remember a church all game, lecture in lege, a big light with rt Trent, gave to a load one printed,

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a Virginia tags and they were state cars—probably some political parasite sponging less a homecoming among the friendly people who migrated to the South Valley is one of the great farming regions of West Virginia. The poultry 0000

A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy nourists seeking photographers.

The Department of Natural Resources was courseous enough to lend a helping hand. One of their old, international, best up wacks picked us up at Spruce for the journey, 1.2 miles over the old dishanded subsoud of the Mowers Lambes Company to old Spruce and the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent. or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utter-Mr. Parker, Mr. back, Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



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August 14, 19
During the launching and contracting busing period of years have the memelephant, the dream with hopes that

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tourists seeking photo-

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking the Rock Spectacular and hald Knob sign hanging to the locust trees some ewenty feet in the air (put there one Saturday evening "Sheriff" Oivein and brother, R.K. Given and Par Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Orief and Daily. It was a monument of grief in contains been, a parameters of beauty for the tourist.

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You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No. one man can do anything without the help of the people....l ask your help!

Sincerely, D.P. "Sheriff" Given



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Asking Politicians To

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Asking Politicians To Consider Youth-CCC's

are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we mould and should have.

This year, 1985, has seen Sheriff Goven attending CCC receions, talking, writing, begging for the CCC's and sample, J.

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

requester plasterer Branch Virginia, of nati splendon of my li which h broken. with a br had bee thing in been tr West V through and Da opinion about candidate 1964. T consider the Demo jumping with no ions as Republic Arch M Underw Blackwat of my and as I restaurat facilities lot, I th Blackwa enjoyed b United sported n

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of lob, and the desire to dream with imaginary hopes that he can eventually accomplish something for the wellbeing of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

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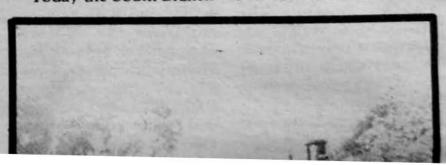
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The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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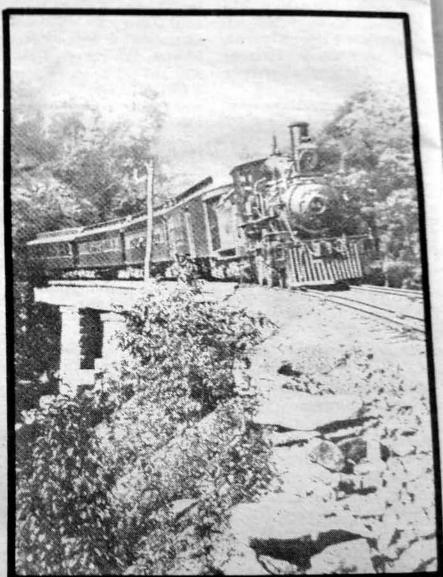
there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

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Today the South Branch

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South Branch Valley Of West Virginia



What A Ride!

Webster Springer and Airy, three miles to Slaty ready for or

What A Ride!

May 4, for the rational of a er making train ride engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return mofrom Slaty Fork by way of Cheat Junction to Durbin and the interchange so the Chesapeake and Ohio Railroad and our final destination-Cass, with their famous switchbacks and 121/2 miles of steep grades and unequaled cool summertime weather. caves and outstanding

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completed on Saturday and Sunday, May 1 and 2, the matden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40). civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had

our famous water.) A seven

people. Six months of hard work was made into reality.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

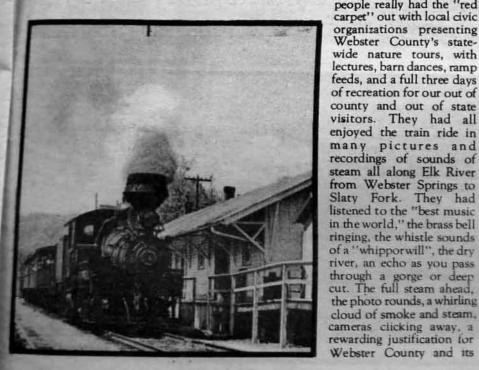
Airy, three miles to Slaty Fork. At the top of Mt Airy, where 219 goes under the Western Maryland Railroad bridge. there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6. snorting, smoking, and steaming. They are shifting

to the main tracks, getting

ready for our homeward journey. They headed for

"Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.





Virginia Fermerly a legging railroad, this mauntain railroad has an average grade of 4 to 5% with sections up to 10%.

s seave Webster Springs May 4, for the tailend of a metery making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return mip from Slaty Fork by way of Cheat Junction to Durbin and the interchange so the Chesapeake and Ohio Railroad and our final destination-Cass. with their famous switchbacks and 121/2 miles of steep grades and unequaled man summertime weather. cases and outstanding

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The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the "Salt Sulphur Special"."

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selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a newarding justification for Webster County and its

people. Six months of hard work was made into reality.

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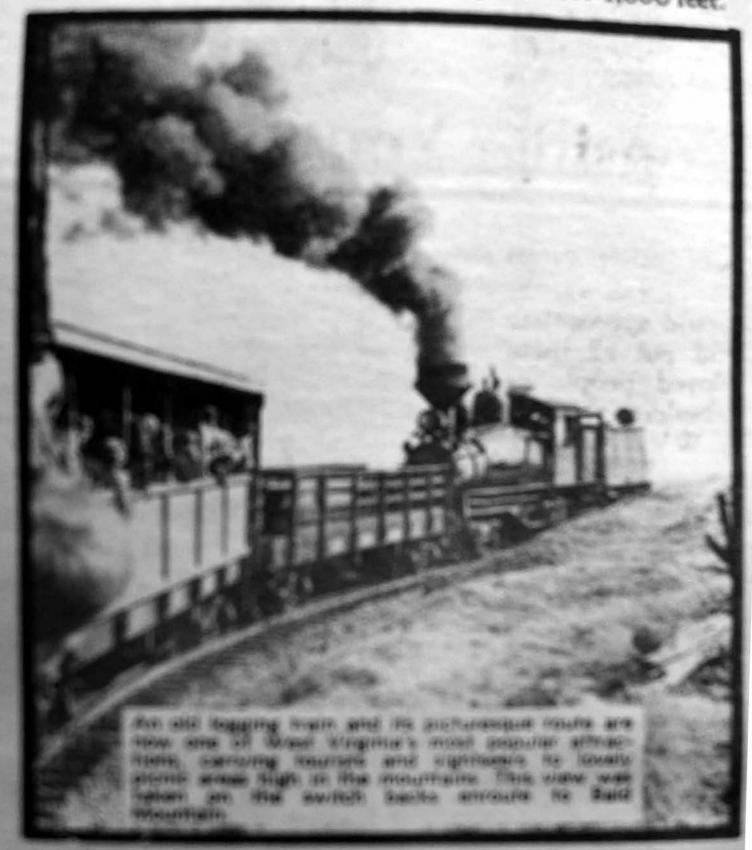
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-Only 86 Miles From Flatwoods To Cass-

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If you are interested in antiques, stop at Tommy Diobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful wellkept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950--home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 11/2 miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around. come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post

office at Monterville, Gateway to Pickens, and



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Randolph Co tion 28, 73 miles 1,046 Guy Kump. of 1935 and 1960. Ho historical ; nationally state Fore yearly, th October has turns brown, a you kno way.

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always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and Helvetia, where Dr. Cunningham, treated a lost cause for leprosy, and The Fun Place, a new ski facility for Webster County. You are now in

Continued On Page 15



Grafton





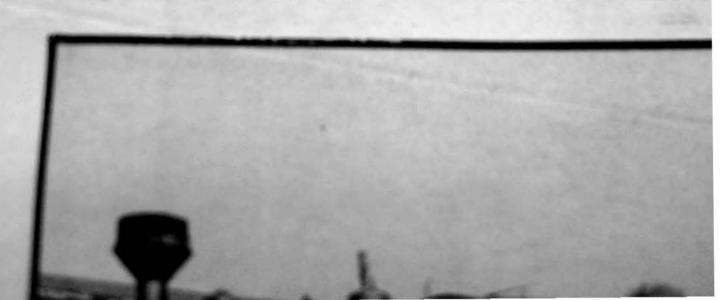
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Continued From Page 1 like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton County's yearly he the upper airport, you Hill Road County's oon, shellhealth cer pass the N Methodist top entrar with four t benches, a kept ceme grove, a g country journey Newville Tom Gi logging great ste Midland



6 Miles From Flatwoods To

p.m. from five WV: Upshur, axton, Gilmer, er. It is the social the week, and sas a good time. buy and trade. een at it so long no longer They are all d competition her. A sale, a nt, a WV int by the real OF WV. Holly Gray

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Sutton Lions

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v's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful wellkept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad parrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950--home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 11/2 miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and is known as Kanawha Run Trading the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native You pass the New Hop Church of Diana, people's church paid for and erected by the citizer of Diana. When you stop: Bruffy's Store for gas an oil, you turn the corner an you are on State Routes 1 and 20, and the Webst Springs Turnpike, ar Cool's Country Store, at the Diana Post Office opposite Basil Cutlin hometown park. M Cutlip takes great pride his job as park super tendent. You are now miles on your way to 86-mile trip to visit Cass Scenic Railroad, an miles out of Webs Springs, sometimes cal Puzzle Hole because Webster's three mountains: Miller, P. and McGuire. You hav go downhill to get Webster Springs and up to get out.

You are now 35 mile your 86 miles to Cass. are in Webster Cour Webster Springs, courseat; 559 square miles of the course of the city and create of the city and city an



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to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlin takes great pride in his job as park superinnendent. You are now 26 miles on your way to the 56-mile trip to visit the Cass Scenic Railroad, and 9 males out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountaine: Miller, Point and McGuire. You have to

the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around. come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company coal town. You continue scross Point Mountain always fresh air, fog and cook nights shrough fune,

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Continued From Pa Randolph County, p tion 28, 734 and miles 1,046.34, hc Guy Kump, great go of 1935 and Wally 1960. How many historical points is nationally for the state Forest Festi yearly, the first October when la has turned the l brown, auburn r you know winter way.

You come to Head, you turn 219 and Scenic #55, one-half to pass the Vall



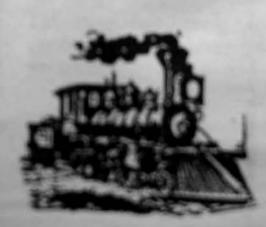
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mountains: Miller, Point
and McGuire. You have to
go downhill to get into
Webster Springs and uphill
to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then Bergoo, a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June. July, August and September. You stop at the country store and post office at Monterville. Gateway to Pickens, and Helvetia, where Dr. Cunningham, treated a lost cause for leprosy, and The Fun Place, a new ski facility for Webster County.

You are now in Continued On Page 15





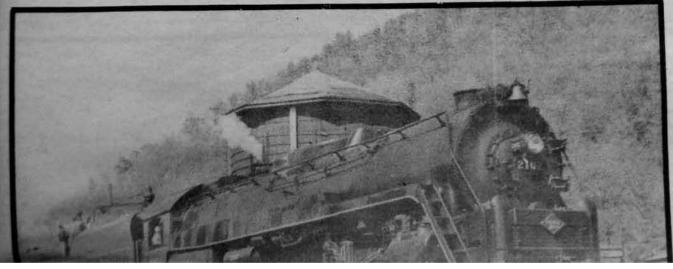
Only 86 Miles To Cass

Continued From Page 14
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brown, auburn reds, and
you know winter is on its

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain. 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 11/2 miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

Only 86 Miles To Cass

Randolph County, populason 28, 734 and square miles 1,046.34, home of Gev Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held wearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its

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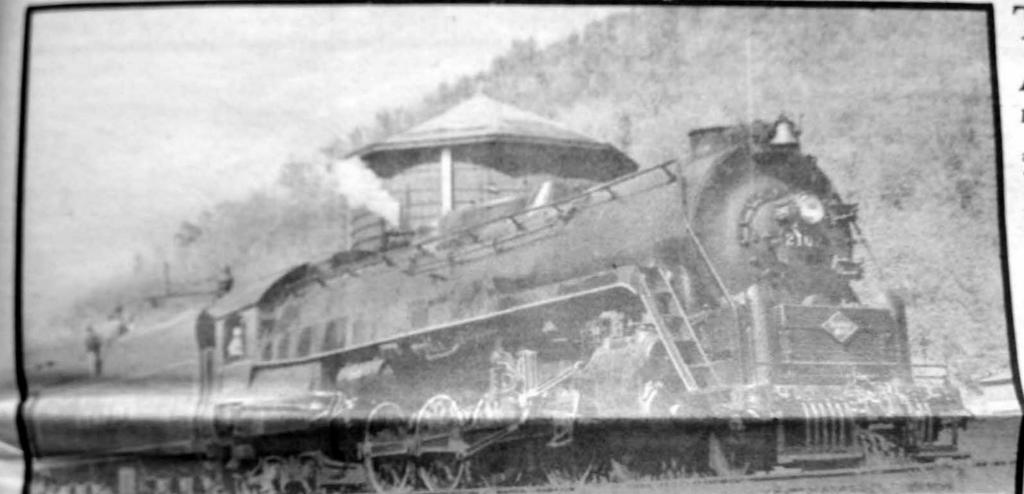
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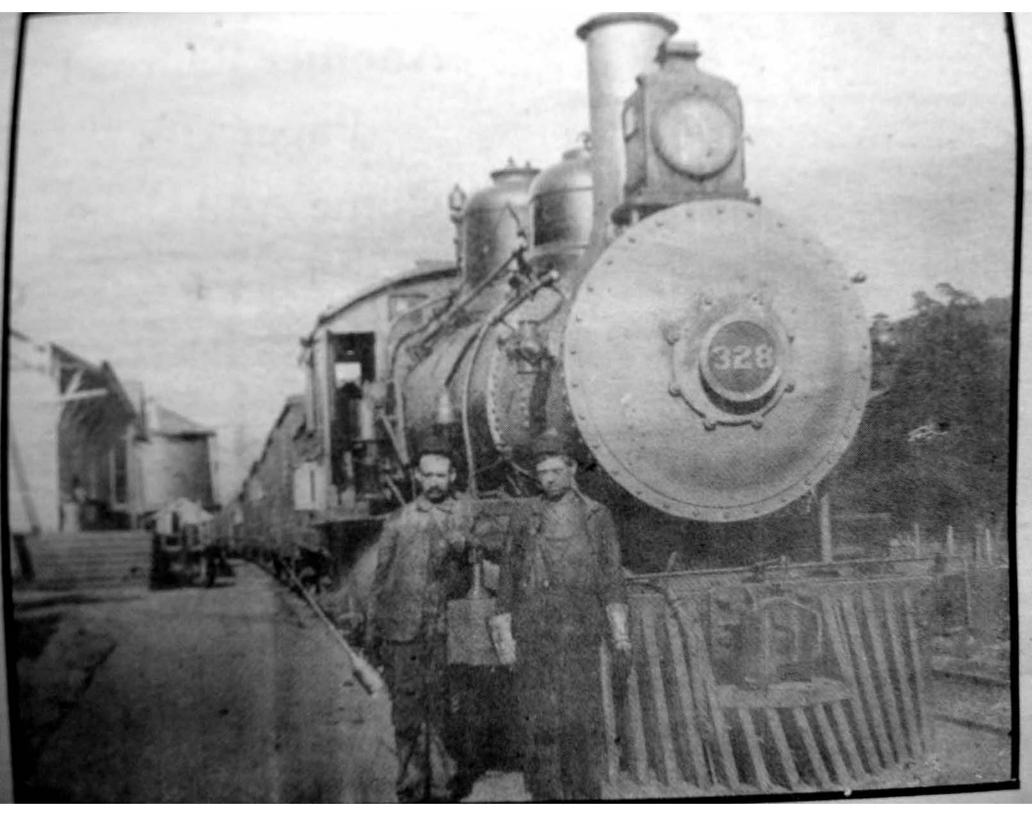
239 and Scenic regions, 10-12 horses in a field information appears in this gas the Valley Head which belongs to the 152- paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncoverus so Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker





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The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been ower this fall, therefore I have no fresh sausage or bacon and the liver we used so throw away. I remember the last time I helped butcher, someone asked me if I had any essence (something that made coffee attrong, about the size

of a can of souff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. knew which one used heath-mut, Mail Pouch or brown's Mule and each wamum who used muff and how they trusted me with their anuff orders. They know I wouldn't tell amount that how much they used or what kind

DI PROSE

It was pleasured to serve the former-to take his ngo, growing, Mayappleyou bargamed and barrened years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio-much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Oregon in six hours. This country is on the move and that's as it should be.

The modern store today-you stand in line, grab a cart, whitbang around in a mate of groceries, filling your cart as you go-everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig-my build head geen could discuss winter.

Women west starp

really enjoyed the farmers. I knew which one used Beech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

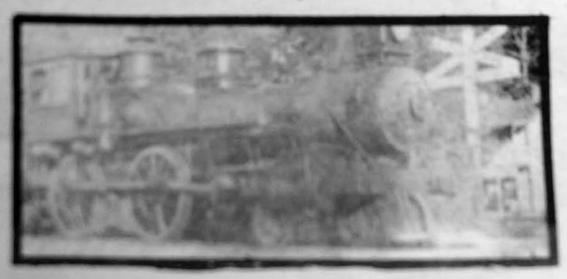
It was pleasant to serve the farmer-to take his eges, ginseng, Mayappleyou bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get alhound, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head get. cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Shereff Dies 15091448. V.8 900 air Force Europen Frotes 386 Bet, Sp., Senny Im, De 1941 to na, 1946 Salt Water Cour, Webster Springs, Wich Gionted Jone 20, 1989. W. Va's 126 Birchdory

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Hebster. Ilisa Jinggi

SMONS

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This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this writer being on my mother's lap. The others are my brothers and sisters.

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Another road sou distincti printed at Press tim gone, who and what this the historical company railroad Virginia

The st have wr approved they bring interest, effort approval address Given, WV 26

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Another Railroad Paper Has Come And Gone

Another all-time railroad souvenier of class
distinction has been
printed and in circulation.
Press time has come and
gone, what is said is said,
and what is done is done. In
this the closing of a
historical railroad lumber
company is dedicated to
railroad buffs and West
Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26228. Remember a \$15 donation will bring you a dosen copure of this paper by synam mail. My

phone number is 847-5841.

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aun si aun

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your one library, Bible, or attic. It could be useful in the years ahead.

Thanks, Sheriff Given

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Another Railroad
Paper Has
Come And Gone

Another all-time rail- phone number is 847-

IH SWONS



Bright Day at Marmet Hospital

The Booming Business in Cass

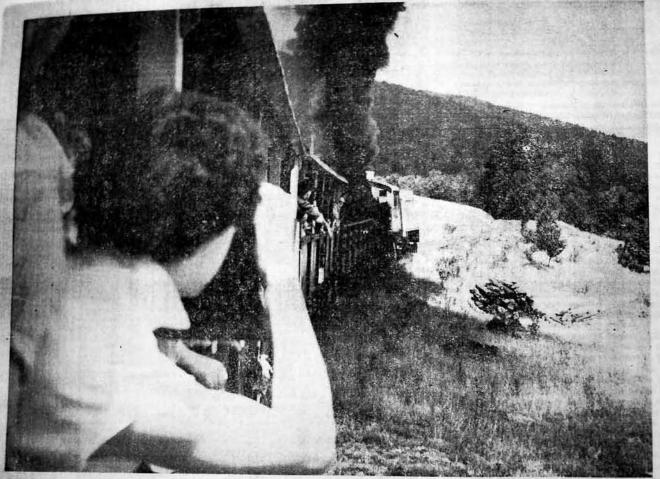


Ricky Edward Guin of Con-

Photo by William C. Blissard

the National Radio Freenbank, only six came to that part is quiet, and they inter(ere with the

ing are continuing of the Department tstronomy Observahe \$576,000 grant is ilroad development





THE BOOMING

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

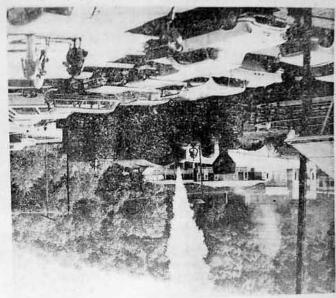
These mulities belonged to the Pass Disselber

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

a \$576,000 ARA grant to Cast tourist tourist tourist to Cast tourist to Cast tourist tou rural tranquility.

> Negotiations at this writing are continuing between the Parks Devision of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$170,000 grant is approved, Casa Scenic Railrand development

Picturesque old Shay engine waits at Cass Depot before first run.



BY WILLIAM C. BLIZZARD

Seenic railroad is keeping everybody busy.

Business in Cass THE BOOMING

THE RELEASE OF STREET

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Only four miles of the track could be utilized There were drawbacks and disappointments. way lares were collected in the amount of \$2,200. During the fifth week of operation, alone, tail-\$1.00, respectively, for the eight-mile round trip. lits! five weeks of operation, paid \$2.00 and off gains ,bad norblide 855,1 bas sliubs 867,8

By July 28, before the business day started, Planning Committee thought it could, and it had, days before the state's 100th birthday. The Cass road opened for business on June 15, 1963, five the necessary facilities, the Cass Scenic Railto make repairs to the logging road and build Although the state had only about \$30,000

in the summer of 1962,

ment of Natural Resources acquired the property the Cass tracks and right-of-way. The Departby the 1961 Legislature for the purchase of benefit legislators, \$150,000 was appropriated nged. With newspaper support and the nid of Planning Committee was not easily discournot at first receptive to the idea. But the Cass sem 'adultous punt tenuntad n sq panaeid

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of the logging railway as a West Virginia tourpred to some our son estimated and these a best bonk, and J. M. Kane Jr., a Cass merchant, lingal Radio Astronomy Observatory at Green-Theodore Riffe, chief accountant of the Na-The four member committee, headed by

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THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Rall-road opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Hadie Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tearists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excersion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and bolidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

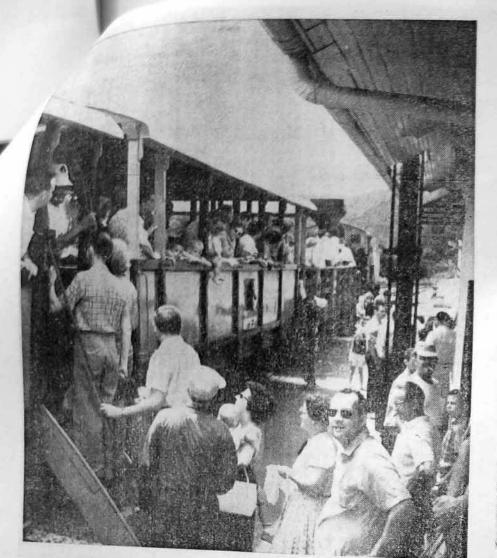
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the CAO depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesageake and Ohio Railway, which allows its Canadepot to be used as an imprompta cooming ticket office, waiting room and take-off-post.

If you decide to visit Case, it might not be a bad idea to take along a basket of feed and a thermos bottle. If you plan to also evening you should procure betel or model rener acous in advance. There are no public evenings ac-

SUNDAY GAZETTE MAIL







WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

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Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway." He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4.800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginla "Image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

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At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

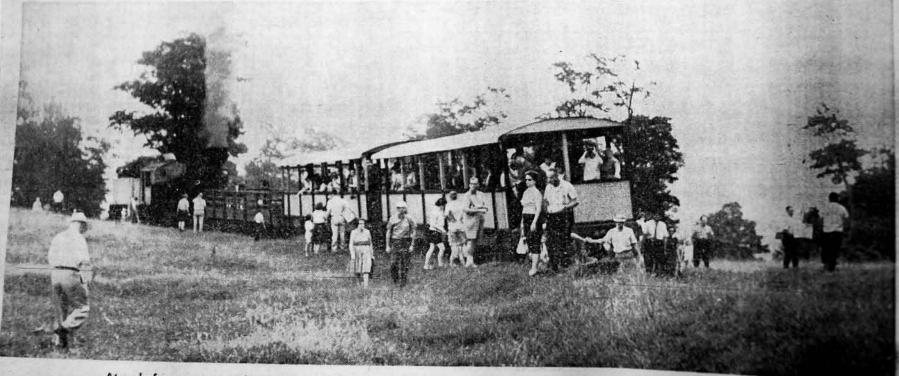
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"I dinnet see no bares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Case visitors also discovered an unpleasant fact: Tourist secommodations at Case were just as antique as the 1830-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locometive firebox.

Local church women helped out mightby with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist at-

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your

inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

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The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irrita-

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Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

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SUNDAY GAZETTE-MAIL

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Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the

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If you wished to wash away the soot and ders accumulated during the two-hour train ride, there was plenty of running water —no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

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Cass Country Kitchen in country store. Note soda fountain at left.



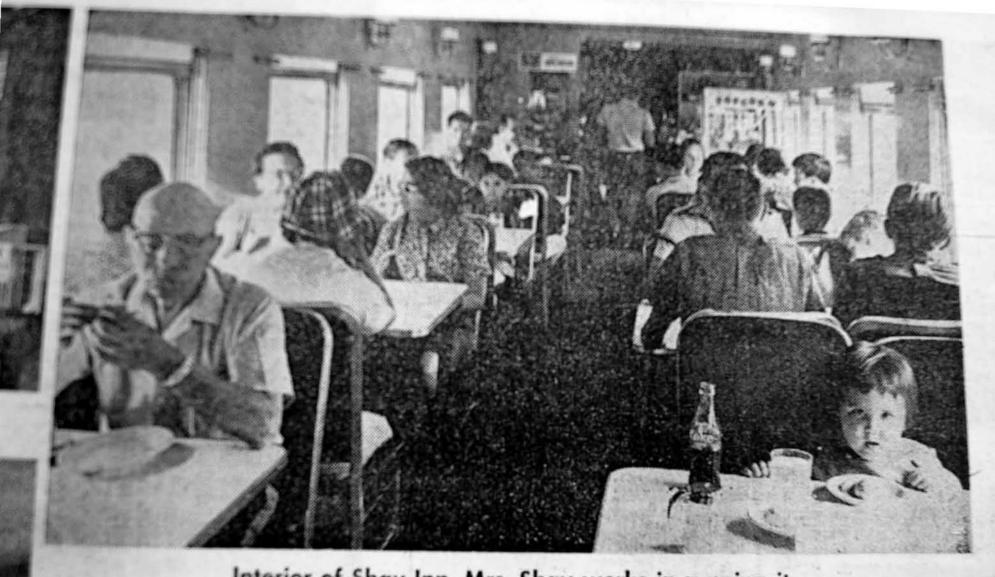


Interior of Shay Inn. Mrs. Shay works in running it.

NEW HOMES

You furnish the lot we'll furnish everything else!



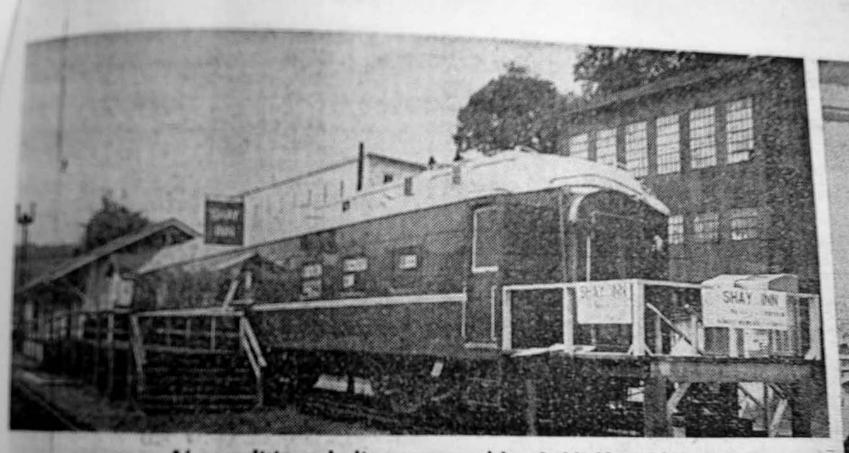


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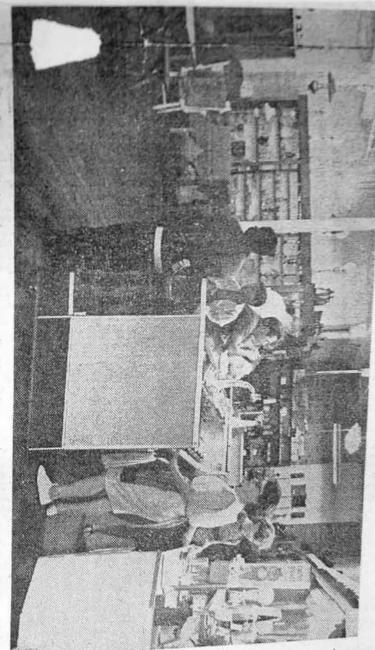
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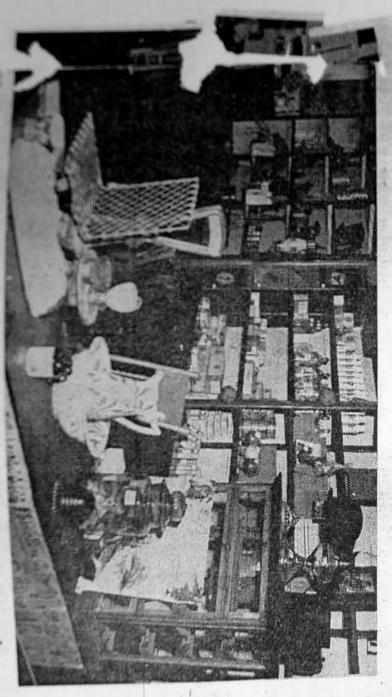
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MAGAZINE, AJGUST antique items in Cass Country Store at end of soda fountain. 1, 1965

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ITE MAGAZINE, AJGUST 1, 1965



Writes-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enraute to Mountain State Forest Festival,

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins, Four Shay engines are at Cass. During the summer months they (the three that

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This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6

The ride, interrupted by three watering stops (for the locomotive, not the passengers; and another stop for minor repairs, took a bil longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept inte Elkins. Maximum speed had been about eight miles an hour.

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SUNDAY GAZETTE-MA



Writer photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two. There were those who, in self-defense, hauled

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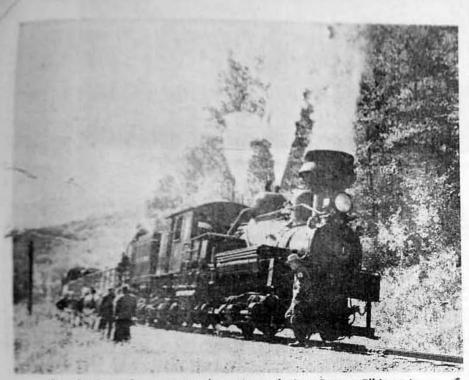
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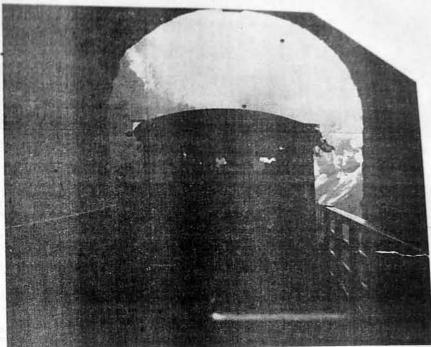


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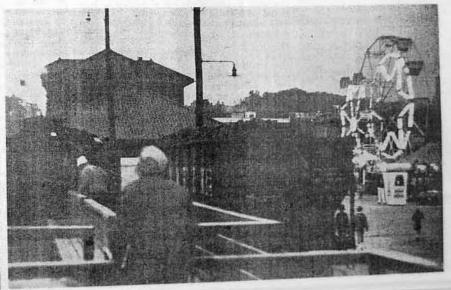


Shay had to take on water three times during Cass-to-Elkins trip.



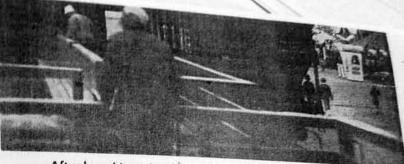


One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

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Lims made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2.761st in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough road-beds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heydry, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

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STATE MAGAZINE, JANUARY 2, 1966



Folks along route "waved like crazy" when train passed.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

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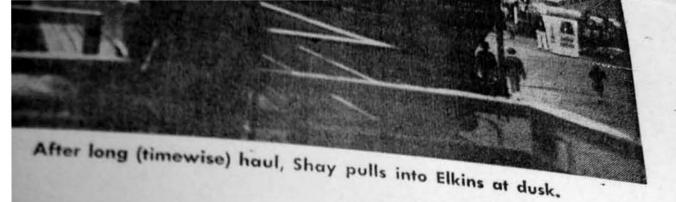
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

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BY WILLIAM C. BLIZZARD

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The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prespects in order to pour money into Cass.

But the fight for the old railroad became a cause reletire with several newspapers and legislators, and \$150,000 (later boosted to \$186,-000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963, During 1963, the radiroad, with an 8.6-mile round trip, had 22,511 paying customers during 72 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

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newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boundoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight-at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-

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Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!" Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL

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The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"

Well, it's better than "Shay it with cinders."
You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.





Passengers rest at the top before trip down the mountain.



* SOUTH CHARLESTON

Your choice of two handsome bonus gifts for saving at

& LOAN COMPANY



The Complete Truth Back of the Proposal to Buy the Cass Railroad

Jurid analysis of the feasibility professional and political leadof West Virginia's getting into ers of the area. the railroad business was outlined at a meeting in Marlinton list week.

This meeting, which was atcommittee, including:

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Town of Cass:

Schools.

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The best most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its rolleligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full member-

equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of

The amount of railroad involved is approximately 8 miles, which runs from a point about point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

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If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy H TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginlay firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity again on this score. (That belies the Southern view that "only

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hanged five of his hillbilly captives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the empha-Raleigh Steel Co., are two Shay victor he becomes a little more ree Bat- spectable.

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," .the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did A mention, of course, that the only see two "State's rights" involved in bat- the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the to mation, if it wanted to, and to by set up another nation.

In neveral national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words. the Republican Party dug up said war assues in order to win wases in the North - and this was deplorable. Indeed it was is deplerable, But the good Dr. Chinwood spuld never see that E the South has also been "wayse me the bloody flag every mina use of every hour of every day of every year some Appointment Indep they seem to be waving at it even harder than ever,

If West Varginia's part in the Civil War was "mesgaltarast." the then what about the party playres of by Tennesson, Phoroda, Texas. or Arkensas and North Carolina We there the Contemnal celeforume to tell those states that

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Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre Wooded Area \$100-\$150 per acre "Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could_secure the necessary land to levelop the 品艺行业.

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These costs are based on in discussions with the formal present owners of the railroad and right-of-way. The improve ment costs are merely a judg ment figure which we are con fident would be sufficient to develop the railroad into as outstanding attraction for tour ists. Any improvement cost however, are subject to person al judgment, depending on how far one would initially want to carry the development program If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encour aged as a private program. We believe that if private and pub-

(Turn To Page 10)

Masonite BLESSINGS 2a kitchen, and Plaques house, anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejain me. If you see this ed in any of the many papers it will appear, an

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Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortitude; one which teaches its children to be ashamed of it and all but directs them to leave it.

Tail-endism will continue to be West Virginia's lot until that day when we achieve some degree of unity, loyalty and selfrespect.

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All my love,

Lobban Funeral Home

Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.

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JANUARY 14, 196

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until mountains. On Sunpar 11 about a foot of bill and there has been was the ground and snow the se out driveway ever

a me writing, on Jan. 4. was wind is whipping snow atherhery Front across the white in back of the house. the members was at 28 men at 7:38 and has dropped at degrees to 22 in about an

300 for three days in a row we count move a car through by triveupy and had to depend as brends meeting us and company us off at the end of the lane in order to even get to the supermarket and the post affice.

Enrybody is tired of being husboard Dispositions have storiesed; tempers flare, and the tensions of confinement mount Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point

coming of spring.

Incation that we always read is dollars and cents only. the Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad date them.

the capital are encouraged to In-the attached summary of work jointly lift a thevelopment operating income and costs for undertaking.

COST OF FIRST SUMMER

Personnel Per Week

Tel Week	tourist, the same
1—Engineer \$ 84.00	did not encourage visitors to
1—Fireman 72.80	tour the Observatory proper.
1—Brakeman 67.20	What then would be the Voi-
6720	ume of visitors coming into the
1—Conductor 67.20	area if a promotional effort in
4—Laborers 257.60	area if a promotional crists at
t_Clerk 40.00	relation to the railroad to at-
1_Supervisor 100.00	tract the tourist was under-
10\$688.80	taken? We believe the answer
Coal (24 1-2 tons at 8.00) 196.00	ie quite obvious.
Coal (24 12 tolls at oronies and	The operating costs for the
Material and Supplies and	first summer of operation as
Minor Repairs 200.00	first summer of operating
Incurance 39.20	outlined calls for ten operating
Fond 130.00	personnel at the going local
TOTAL \$1,254.00	rates for this type of employ-
	ment These costs have been
Less: Income 70 persons per day @ \$3.00	converted to a 7-day work week
	(56 hours) and based on an
per person 1,470.00	(56 hours) and based on 30
NET \$ 216.00	initial summer's operation of 30

where we ordered coal to sup- present owners. The value to plement it. And not the least the owners, however, is not of the irritations that come with directly in proportion to the such weather was the terrific value the railroad would be to gas bill we got the other day, the state and its development In other words, we're sick program, and we believe the and tired of this weather and attached summary of initial already look forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, One department of every pub- cannot be measured in cold

as has been proposed then not the first summer of operation only will the tourist stand to we have used a volume average gain, but the state, local govern- of 70 persons per day. This ment, and all those concerned average was based on the rein the self-satisfaction that gen- visited the Astronomy Center erally accompanies this type of at Green Bank in the months of July and August 1960. It The question which seems to must also be taken into account be most prominent in the minds that this average of visitors at of those directly or indirectly the Astronomy Center does not interested in this project is the include groups who made arvalue of the railroad to the rangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the vol-

> is quite obvious. The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added additional revenues with cor- on the present cost of prepara- quickly the state will no longer responding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. without a loss in either direct purchase price of \$8.00 per The income is based upon an value or potential.

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts) _____ \$100,000.00 Cost of 8 miles of right-of-way and approximately 25,000.00 will gain, both financially and corded numbers of persons who 200 acres of land on Bald Knob Improvements of railroad and rolling stock _____ 80,000.00 Park area on Bald Knob 25,000.00 Other improvements (station, engine garage) ____ 30,000.00 Cave improvements? Ski slope? hunters' cabins? etc. 40,000.00 \$300,000.00 TOTAL

(The improvements' enumerated above should employ 65-70 men for a full 52 weeks).

ing \$196.00 of coal for a week's day. The cost to each passenger operation.

are computed on the basis of the top of the mountain. requirements to "build up" an adequate stock of parts and on the local labor rates and supplies over a year's opera- probable costs of repairs if the tion. (Initially this is not as railroad is initially put in good important as it may seem as the working condition. However, we taken? We believe the answer railroad and rolling stock would believe the estimate of 70 passbe put in first class operation engers per day is low and any through the initial investment increase in passenger traffic and heavy maintenance should would increase the revenue not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an not advocate its purchase at experience rating will have to the expense of other worthbe established over one or two while conservation or tourist years operation.

tion in volume. This cost was have such an attraction avail-Each engine trip from Cass to established by the experience able to it, whereas other na-Bald Knob requires 3 1-2 tons of the present logging operation tural attractions can be deferred

ton to the state, thereby requir- average of 70 passengers per would be \$3.00 and this would Other material and supplies include the ride and a meal at

These estimates are based upwithout a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do attractions, but, unless positive The cost of food is based up- action is taken, and taken



Cost (24 1-2 tens at 8.00) 196.00 is quite obvious. Supplies and Minor Repairs 130.00 70 persons per 1,470.00 per person

sered coal to sup- present owners. The value to and not the least the owners, however, is not ins that come with directly in proportion to the was the terrific value the railroad would be to of the other day, the state and its development words, we're sick program, and we believe the this weather and attached summary of initial forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, ment of every pub- cannot be measured in cold read is dollars and cents only.

But what should also be conthat we noticed a sidered by the State in estabne Jim Beard out lishing a value would be the to Hillbilly, dis-number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such collection as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritteaks, especially ages which have been the trademark of West Virginia in the past and also those that are for even tender) playing an important part in at in this for 6 the future of the state. The efore grilling and heritage of the past-an 1880 m't have delicious model steam locomotive lumfind 4 to 6 hours bering up the side of a mounsepough for our tain to a peak unequalled in height by any railroad in the Frup of alive on Eastern United States And just

taken? We believe the answer

200.00 first summer of operation as outlined calls for ten operating personnel at the going local \$1,254.00 rates for this type of employment. These costs have been day @ \$3.00 converted to a 7-day work week (56 hours) and based on an \$ 216.00 initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. Without a loss in either direct purchase price of \$8.00 per

railroad and rolling stock would believe the estimate of 70 passbe put in first class operation engers per day is low and any The operating costs for the through the initial investment increase in passenger traffic and heavy maintenance should would increase the revenue not be a significant problem for without a corresponding inthree or four years.)

The insurance has been computed on the basis of .0 1-2c that this committee or other per person per engine mile. proponents of this project do This is probably high but an not advocate its purchase at experience rating will have to the expense of other worthbe established over one or two while conservation or tourist years operation.

tion in volume. This cost was have such an attraction avail-Each engine trip from Cass to established by the experience able to it, whereas other naof the present logging operation tural attractions can be deferred

crease in operating cost.

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d many of his eat success, but which is also our friends, is a ough side, cooked

collection as these have a direct relationwho is known ship to the economy of the wonderful chef, State which would be derived comes to in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fish-

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mein in an elevator and the other for Pontiacs where the two power shovels have a disry that cheap stuff pull out of the cussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judgnandler's nomination ing from the reaction of our everest of the new Betsy. But the two we have commercials goes to mentioned might even sell chow

guests arrive.

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Commercials Chang King chow mein and Pontiacs.



Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

4 Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique

county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

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To Decide Si

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

was in its

prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you. might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the post

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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from riege to ridge, of the "skidder boys" who tooted the steam whisiles to signal the hookers on the other side of a deep valley and whose vision was sometimes obscured by low hanging clouds.

Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)



SINGLE



VOL. 11 NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$284,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-

(Turn to Page 14)

Pictures
On
This Page
and on
Page 8
Made By
Mr. and Mrs.
William E.
Barrett, Jr.

Going U

Baum Wr

Of Arlington, Va.

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The WEST VIRGINIA

SINGLE

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

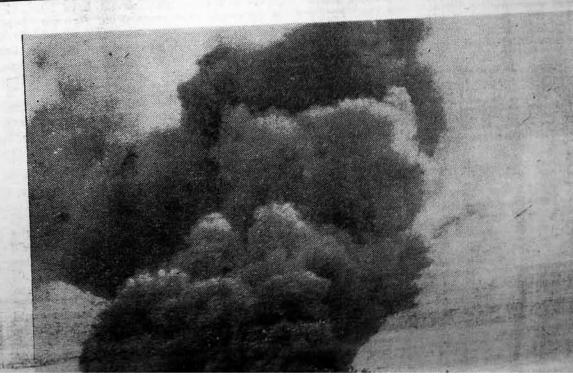
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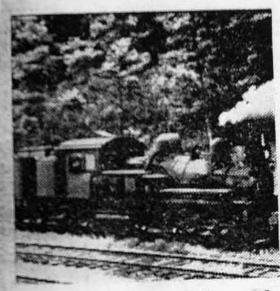


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The railroaders call this "clawing" and the old coal-b rner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above



From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbis-Juia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks - very little has been done to preserve the most cherished heritage of all - our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tailulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America, I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw



NOVEMBER 12, 1960



Brakeman Barclay walks his last day on the empties, His Job finished on June 30, He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two trainlovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water





Old No. 4 gets shifted This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a sewenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

ifage of all - our human nerroga-

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of
lumber. There is no canyon in the East quite
like Yosemite—Tallulah Gorge in Georgia
comes closest, 3000 miles behind. And there
is no all around park like Yellowstone. And
there is no grandeur in the world quite like
looking at Mount McKinley (called Mt. Denali
by natives and the Indians) towering 16,000
feet from base level and 20,300 feet from sea
level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe
inspiring sight I can never forget. And with
the help of two large photo murals I took, I
never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note-a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode-that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timberr"? How many people have gone through an honest to goodness saw mill?

Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the know-



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious past.



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That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Chest.

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bor \$10 per foot and \$2,000 for switches plus

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



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Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, as sure-fire tourist attractions.

The underground waters said to be about 200 feet his within the cavern near railroad.



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

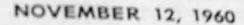
Cass Train Report

er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \$75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD

Between sessions of two legislative committees Sundelegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.





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The underground waterfall, said to be about 200 feet high, is within the cavern near the railroad.

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Cass Train Report

(From Page 1)

er." is interested in buying the railroad if the state decides against making the purchase: | iesting senators and His reported offer is about \$75,000.

Co-Chairman Harry R. Paulley (D - McDowell) point - 1 out that the Government and Flanance Committee lacked a nance quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10member committee to do busi-

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission, The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that

A note of urgency was injected in the meeting by a let-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunuelegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D - McDowell) commented:

"This is the only railknlow of that road 1 doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said Conservation he thought the Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long-petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a re-cent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Ruh up Cheat

me private instituparts of the counis be alarmed over proportion of stu-

r private institu-

all. s the matter of unction: For exes and universich in commonst in common. I our University entertain the nog to bring every graduate in West organtown. That's , the unique funcniversity as I see rsity itself wants

Get Together

It would be no these are sheer nonsense. Let's

is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as se they resist ex- distinguished from mere timeense in a time of want to get and don't want to stion growth-for lose-let's put our money there an forcing down -we can always get warm bod- held in Charleston Sunday, Noon of young peo- les to stand up in a classroom vember 20. go to college at and call the roll. We shall visery time the need it each other's campuses and of 1500 Marshall College stucalibre labor force learn about each other's prob- dents, along with numerous letdevelopment of lems and strengths first hand, ters and wires, was read to the ts are becoming I get tired of hotels-but never six man group before they unannd our country's of campuses. We shall help each imously voted on co-chairman need. Unemploy- other. First we must sell, even Harry Pauley's motion to recomely cured by rear- more than we have, the values mend the purchase. erations of unem- of higher education to the people and their leaders-make servation Director Warden M. rginia. I have the absolutely clear its indispensa- Lane, to get in touch with the bility to the State, to the Na- owners of the railroad and rollresisting growth tion and to youth in the second ing stock and attempt to get grow. This is half of the 20th century. We a reasonable price quoted for shall join in encouraging in-presentation to the full house creased corporate giving to membership when they convene higher education and in edu- in January for the 1961 sescating all our alumni to the sion. fact that their own education heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode ges in this State- the fallacies in the public mind, of the State- such as that tax-assisted instian draw on them tutions don't need private supdents in our grad- port, that voluntary contribuessional schools- tions to public institutions reall want better duce contributions to other inwhich to draw stitutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair can get together competition from low fees in of each of our tax assisted institutions. All of

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

fact was brought out at the Legislative committee meeting

A petition bearing the names

The motion instructed Con-

During the Sunday meeting whether public or private, was Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose de-Railroad.

thusiasm for the development ing and the Cass Railroad would once lived in Mason County.

of the Cass line but told the be in business, at a fraction of Just about everybody in West committee that his department Virginia, and several other would be glad to operate the Lane. states too, with a few notable scenic line if the legislature exceptions, has fallen in love followed the committee's apown enrollments serving It's talent that we with the Cass Railroad. This proval and "give us enough money to run it on".

Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost ascent. inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the center at radio-astronomy Green Bank, and an ardent lic meeting somewhere in the spokesman for advocates seek- state, as suggested by the West ing to preserve the last steam Virginia Hillbilly, to plan for mountain line in operation in action to present our cause to the eastern United States, dis- the West Virginia Legislature puted some of the cost figures when it convenes in January", quoted earlier in the hearing the astronomy center accountby Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million". Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed velopment should have higher tourists Rife explained that the priority than the Cass scenic state could purchase several TWAIN'S PARENTS LIVED old Pullman coaches and dining IN MASON COUNTY Lane expressed only mild en- cars and set them off on a sid-

the cost estimated by Director

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb t h e mountain and "a half a ton to come down".

"We propose to hold a pubant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

The parents of Mark Twain

scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more adult education.

Person to Person

the highly important field of receive Hillbilly for the next to and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

R. E. Mathews of Weston will at the invitation of WOR to tell



The WEST VIRGINIA SINGLE COPY RICHWOOD, WEST VIRGINIA

MARCH 18, 1961

Time to Start Workin' on 'de Railroad

There is somebody who been't like a railroad. Someody who doesn't want to buy the little Cass Railroad and find it to chugging up to the po of Old Baldy with a cargo if free-spending, fun-loving intrists.

There's somebody that doesn't cant to put the unemployed eople of Cass to work running at little railroad, to building to the little something." The Governor doesn't like the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, nor has been made good father nor has been made good father for the West-Virginians by a large or the budget can't be submitted and the legislature can't

A TAX TANK

MT. WASHINGTON

Railway

3½ MILES TO THE

TUP

mitted and the legislature can't adjourn until they get togeth-So there was a kind of com-

"Let's put in enough money and if the Conservation Com-mission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this papisn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virgin-ia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk a-bout those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion which apparently has more from there also watch for a big to live. Let's take what God meeting in the Civic Center or has given us in good scenic necessary which apparently has more soon. At this meet gotiabilities and turn them into

If enough of you West Virginians are interested in buying stock to make this thing possi hle, now is the time to say your piece. Write this paper now as

The Biggest Treasure in New England! MT. WASHINGTON, N. H. 31/4 MILES FROM TOP TO BOTTOM! 6293 FEET UP! SEE and RIDE ON WORLD'S FIRST COG RAILWAY! This is the story of your frip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester March of Linkston, N. H. This unique railway, after three long years of construc-tion, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the lost. Weather permilling, trains will leave the Bose Station every time the clock strikes the hour from nine in the morning until ox in the evening (9 A. M. to 6 P. M., D. 5. T.). When traffic demands, extra sections are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M.; others as traffic demands.

OF NEW ENGLAND

Caulde's asmething like this . . .

meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

The content of the civic Center or somewhere soon at the content of the

hle now is the time to say your plers Write this paper now as to what extent you can or will go Write to as until we get a go prowing around Washington paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people who represent the

Hillbilly's Salute to The Irich Is

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Time to Start Workin' on

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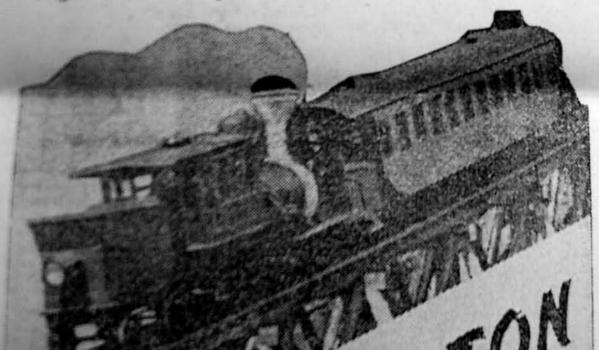
That somebody is, first the he didn't say do it, and it wasn't Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Goverset little railroad, to building nor has been made good father

by the divine right of kings. But done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to large tourist camps that of the West- Virginians by a agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

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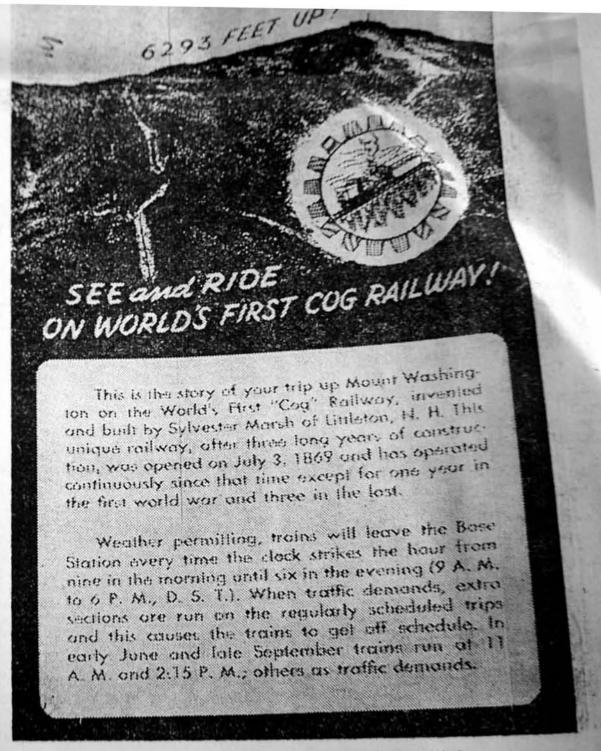


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If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over for commodities for its people people.

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... happen in our West Virginia hills?

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to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word

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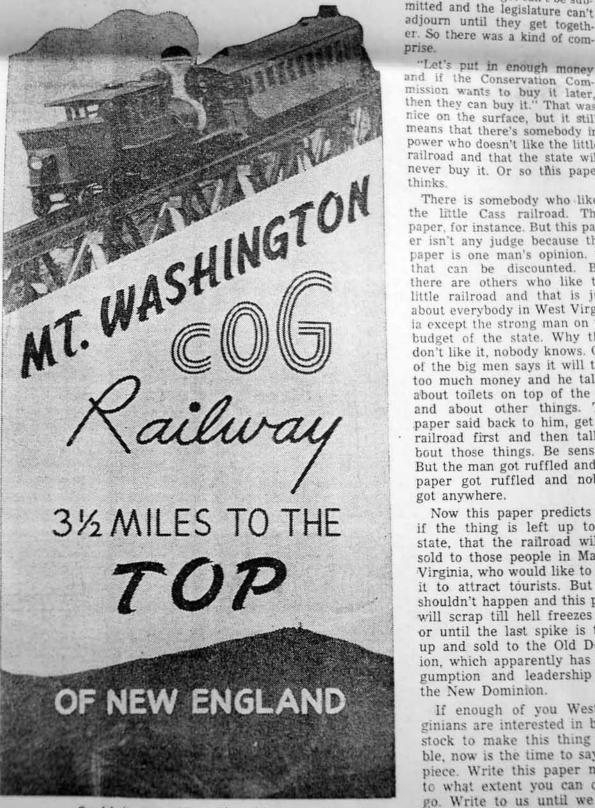
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> "Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hil and about other things. Thi paper said back to him, get th railroad first and then talk ; bout those things. Be sensible But the man got ruffled and th paper got ruffled and nobod got anywhere.

Now this paper predicts th if the thing is left up to the state, that the railroad will sold to those people in Mario Virginia, who would like to ha it to attract tourists. But th shouldn't happen and this pap will scrap till hell freezes ov or until the last spike is tak up and sold to the Old Dom ion, which apparently has me gumption and leadership th the New Dominion.

If enough of you West ginians are interested in buy stock to make this thing po ble, now is the time to say y piece. Write this paper now to what extent you can or go. Write to us until we ge good organization to take o



Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russeli Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass. West Virginia as an operating maseum of railroading and lumbering—turn of the century style—for the banefit of the people of the state and as a major tourist attraction. And further, to abow that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 states. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog, Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaiting Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U.S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

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The highways for entering Casa

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The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WVa Hillhilly 10/22/1960

Complete Text of Russell Baum's Cass Railroad

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOCK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

the cradle to the grave".

woods of Cheat above Cass in Speaker Pauley comes in. Psezbontas County was done and it. track and locomotive, was being sold for scrap. I had tourist attraction.

Meet In Marlinton

drives more beautiful in the the prints. world, I suppose, but I have down the Pocahontas side of Fernison and stopped here and there just to look at it all.

Faily magning look at it all.

Figure 1. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 3. The side of the poem was look at it all.

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to but was never brave enough pointed place in Marlinton, is met. to participate in about life Mr. Koontz himself who is

Ike and Taxes

that was brave in a bit of name of Gambill, who is a tax delightful family. legislative maneuvering that lawyer, and who stops at Bill's brought the depredation to a place when passing through standstill until a delegation of that part of West Virginia. legislators could look into the "Tell him that story", says matter of preserving this ves. Bill and Gambill haltingly tells tige of steam for a possbile what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchi-Tre day of looking into the son or somebody. None of it is matter was Saturday at Cass clear to me, or even interesting, and I was invited by Legislative but the fellow gets to talking Auditor Clarence H. Koontz to about how big shots play up to be at the point of assemble the President and he starts at Marlinton at nine o'clock talking about this fellow who I left Richwood early so that I gets invited to the White House could drive slowly over Kenni- and how he works the deals son mountain and absorb the that keeps him on the invite autumn beauty for which this list. One involved a book, and drive is famous. There are is a story, I think, worthy of

Strangely enough I learned being like a mountain rail- standing in front of the place about Rev. Newell, Presbyterread with an engineer that was and wondering why it isn't ian pastor at Greenbank, when brave and admonshed me and open. He tells me where Sena- I went to New York that time the rest of the congregation to tor Carl Gainer is in the motel. to check the Big City for its make the run successful from I go there and after a while poverty and depressed areas of Senator Arch Reed comes in people following the dressing-The contemporary associ and we all go to breakfast, the down that the Saturday Eveation was a real Mountain Rail- place now being open and bust- ning Post gave West Virginia. read, one which I felt was ap- ling. At one booth are Mr. and One of the social workers there prosening a premature grave Mrs. Koontz and at another told me about Greenbank's he work being done in the is Delegate J. C. Cruikshanks. Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. facturately, and somewhat Bill Sperry introduces me to And so were his wife and chileiraculausly, been the engineer a stranger, a fellow by the dren. I have never met a more

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there be-

One barranter of aging I but concentrating quite lether- tion And there are others. Dick We see loads of steel along ferent shades of blue in each Dok as proceed to associate ously upon a herd of young Bowman, whom I know and Dr. the track and I am jolted into receding peak. Frank Callendar of the Green the thoughts of how this train I talk with Tom Edgar's wife, stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me Hillsboro (her birthplace) in and see that all the rest have "My Many Worlds". Tom Edgar intelligently anticipated this left his "other half", his two kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parkalike thing which he gives me and which shrouds me like a had it so good.

meaning of the half tingly pay him no mind at all Bank observatory. "Meet Dr. and its track will be like cer- a charming and devoted wife. I formula world at all old song but grare on with the hard-to- Phillip Newell", somebody says tain of the natives of Guam ask her how he will negotiate Last Seturds there kept come get nonochalance of the gender, and I shake hands with a sub- whom the Japanese slew. They, the problems of the legislature The first man I meet at scriber whom I have heard the Japs, made each man dig if he is elected. She tells me and have that I used to listen Bill Sperry's El Poco, the apknees at the edge of it, so that problems but all have been when the big knife came down solved and taken care of, and he could be kicked in after this one will. Mrs. Edgar is a his severed head. It's like this learned and well-read woman for the kind old steam loco- and her knowledge of things motive we are riding. It will in general is rather tremenpull up its track and haul it to dous and her interest in prothe bottom of the hill and moting tourism for West Virwhen the job is done it too ginia in general and her own will go for scrap. Unless, of Pocahontas in particular is alcourse, the State orders a most a passion with her. And Peral Buck is indeed a passion.

> Her father-in-law. Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become someis something to see. A little thing of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's remummy's bandage and I never ferring to him as "half man" in her book. "Nothing to it at John Killoran comes up to all. Tom knows what she meant. cause the officer completed his me and I say, "Fill me in He knows what happened to "John" and John fills me in him. He isn't a baby. As a never seen them. The day was exactly right as to weather and temperature. At 7.55 to the day was but would give a few but would give a temperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no down the Possible of marks a gold are fold in percentages. I think he is pretty

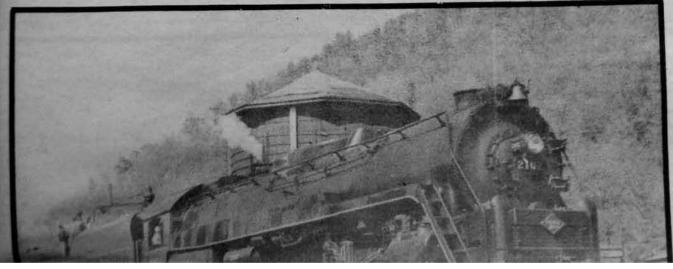
Only 86 Miles To Cass

Continued From Page 14
Resoloph County, populanon 28, 734 and square
miles 1,046.34, home of
Goy Kump, great governor
of 1935 and Wally Barron,
1960. How many great
historical points is known
nationally for the yearly
state Forest Festival held
yearly, the first week in
October when Jack Frost
has turned the leaves to
brown, auburn reds, and
you know winter is on its

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain. 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 11/2 miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Hadie Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tearists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excersion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and bolidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

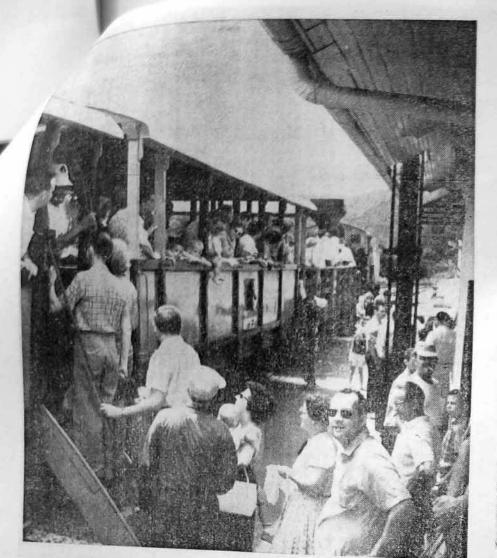
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the CAO depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesageake and Ohio Railway, which allows its Canadepot to be used as an imprompta cooming ticket office, waiting room and take-off-post.

If you decide to visit Case, it might not be a bad idea to take along a basket of feed and a thermos bottle. If you plan to also evening you should procure betel or model rener acous in advance. There are no public evenings ac-

SUNDAY GAZETTE MAIL







WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton. however, wrote a comptaint, and there were his

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway." He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4.800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginla "Image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

He is right. As the Shay pushes the flatcars stranger, just shake his hand and introduce yourself. We don't want any trouble."

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At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

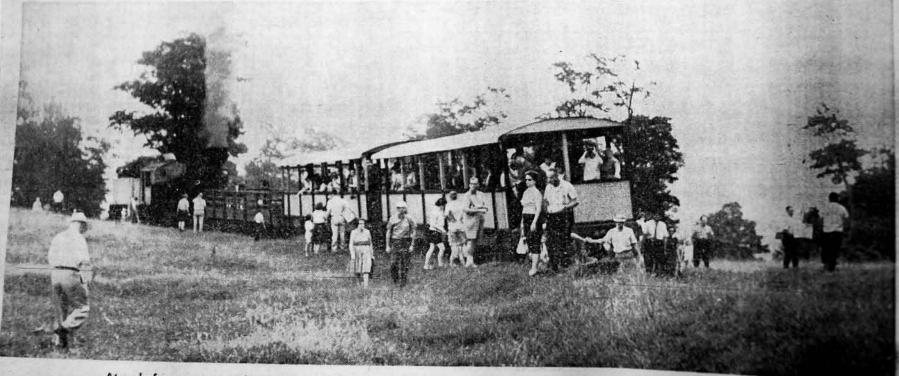
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"I dinnet see no bares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Case visitors also discovered an unpleasant fact: Tourist accommodations at Case were just as antique as the 1830-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locometive firebox.

Local church women helped out mightby with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist at-

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your

inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

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In Cass, unlet facilities of the man-made variots were limited to those at the end of the

un and in the old CAO depot.

If you wished to wash away the soot and they necessibled thering the two-bour train ride. there was plenty of running water -no washrooms, just running water. You had a shelics of Leatherbark Creek or the Greenbrier Ethwe.

The averest model or hotel accommodations were he miles away at the hamlet of Boyer (prosessed Bowyer"). Lodging rould be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a but meal, in fact, was at Marlinton, about at miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irrita-

ble, thirsty and dog-tired. The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad

There has been a steady advance in railread patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas-County estizens and the Department of Natural Resources (which owns the railroad, effects asociated with it, and contiguous land) to get be Scenic Railroad started during the West

tinia Centennial year. That goal was acished, but at a price: In the spring of as's hair wasn't combed, its shoelaces ed, and its somewhat sooty shirttail

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The accident injured no one, but it did put the railread out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over halfa-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank,

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy aumobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

on the railroad work will be received August 17. It is probable, however, that no mafor work will be done until next spring.

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The section of railroad that now exists will be improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad. disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

The Cass Country Store complex is, like the Shay Inn, a privately owned development catering to patrons of the state-owned railroad. It is thoughtfully and tastefully painted, decorated, lighted, and arranged.

W. E. Blackhurst's Wildlife Museum, one of

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There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow, Opened only this April, The Hermit age (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat,

just in case. And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the around.

SUNDAY GAZETTE-MAIL



Air-conditioned diner owned by J. M. Kane Jr.



Cass Country Kitchen in country store. Note soda fountain at left.



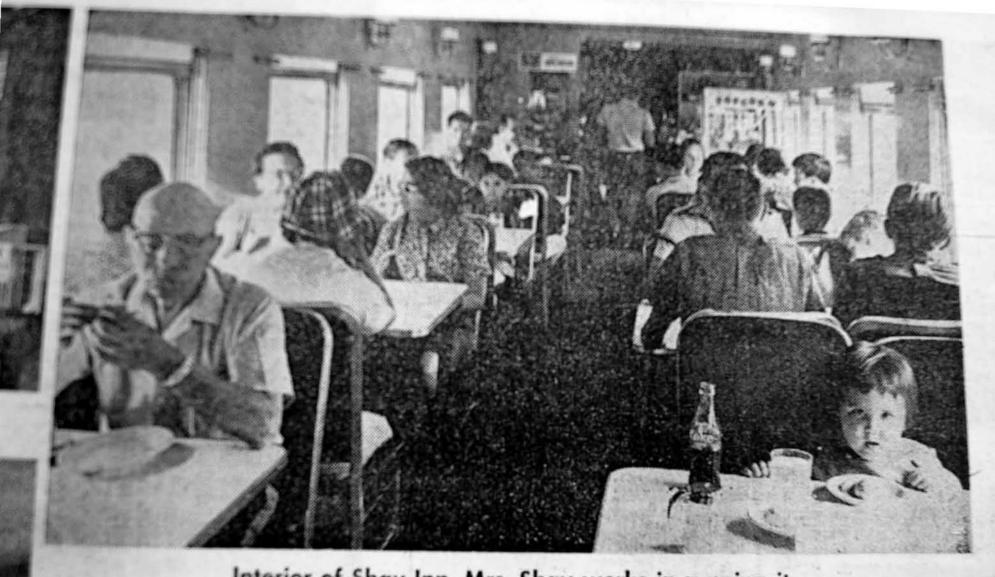


Interior of Shay Inn. Mrs. Shay works in running it.

NEW HOMES

You furnish the lot we'll furnish everything else!



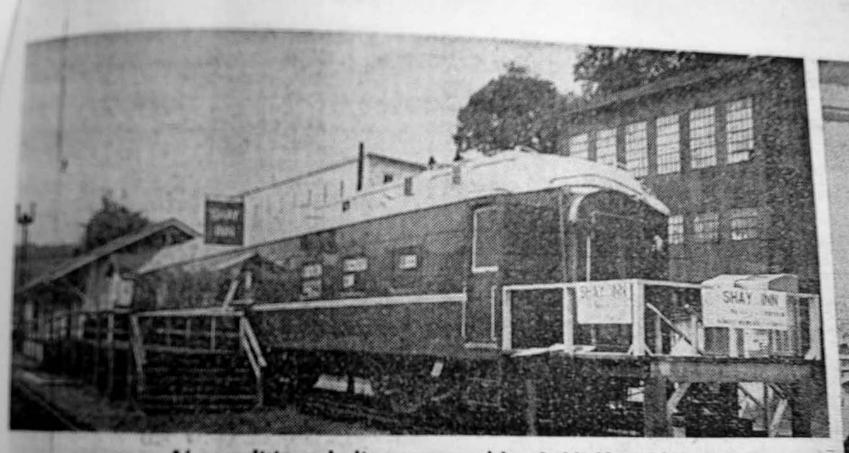


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Writes-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enraute to Mountain State Forest Festival,

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins, Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Rain road, this season hauling 38,857 paying or tomers up Bald Knob for four miles are back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small (se. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the diay pertoance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6

The ride, interrupted by three watering stops (for the locomotive, not the passengers; and another stop for minor repairs, took a bil longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept inte Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled is something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwau kee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from (
Elkins took about nine hours, it may fair, deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

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SUNDAY GAZETTE-MA



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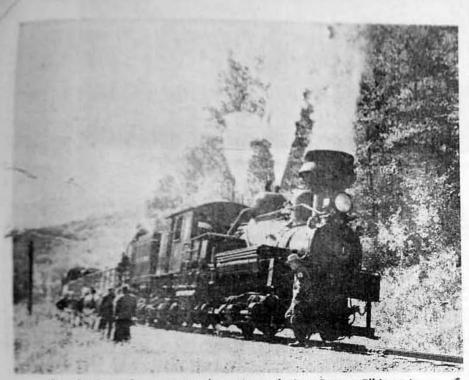
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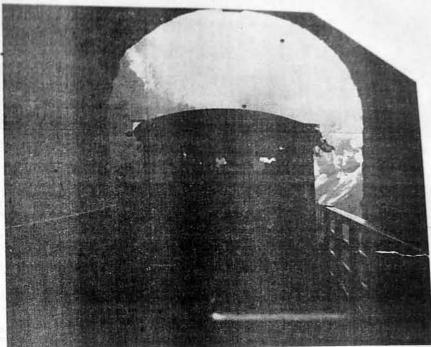


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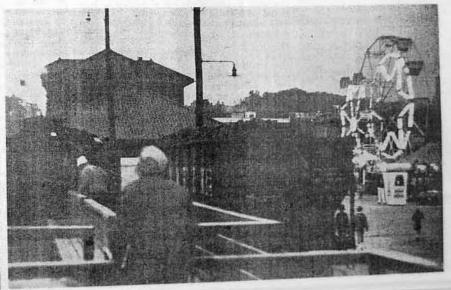


Shay had to take on water three times during Cass-to-Elkins trip.



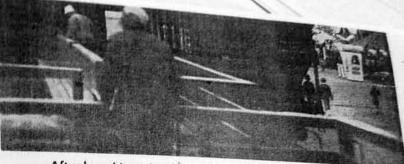


One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

Such Dakusa Pennsylvania, New Hampshire, and pencilly riserablere Shays and similar, percellippe becommines built to compete with the Shar speciale on tourist railroads. Shay produces to began in 1879, ceased in 1945.

The processed virtues of the Shay in its heybay were its traction and power, its safety, and as recommy. Authorities in the field agree that the Shay would hard greater tonnage at a smaller operating expense, with less original must per unit of power, than any other lecomotive ever built.

The lattle engines were named for Ephriam Shay of Harme. Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his weeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (procounced lime-uh) Machine Works of Lima, Ohio arging that company to make such locomotives for widespread use in the timbering basises.

Stay a visat was fortunate for the Lima Machine Works. The company made the first shay a 1878 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its asset to Lima Locomotive Works, Inc.

Lims made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2.761st in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough road-beds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heydry, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

3m

STATE MAGAZINE, JANUARY 2, 1966



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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on Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its spening a delegation of antique-car geners chapted into the C&O station at Caus and temporarily abandoned their ancient gas-driven vehicles for equally present steam-powered locomontions.

In 1964, prospects of success and growth now surelless for the state-run Pocahontas County project it was not always so.

There would have been no such Pocabontas secrist railway had it not been for a local committee which cenceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of

Without the lumber company, virtually the sale source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourinhment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prespects in order to pour money into Cass.

But the fight for the old railroad became a cause reletire with several newspapers and legislators, and \$150,000 (later boosted to \$186,-000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963, During 1963, the radiroad, with an 8.6-mile round trip, had 22,511 paying customers during 72 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \$576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington

newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boundoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight-at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, vet nothing had been done at the time of my

Representatives of the restaurant negotiators say they are waiting for a daily scenicrailroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!" Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.





Passengers rest at the top before trip down the mountain.



* SOUTH CHARLESTON

Your choice of two handsome bonus gifts for saving at

& LOAN COMPANY

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its roll-Jurid analysis of the feasibility professional and political leadof West Virginia's getting into ers of the area. the railroad business was outlined at a meeting in Marlinton list week.

This meeting, which was atcommittee, including:

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Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full member-

equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of

The amount of railroad involved is approximately 8 miles, which runs from a point about point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

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If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy H TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginlay firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes

hanged five of his hillbilly captives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the empha-Raleigh Steel Co., are two Shay sis being on "State's rights" of type locomotives, both of which

HLLBILLY

PAGE FOUR

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JANUARY 14, 1961

committee's cost estimates and development possibilities. This summary was presented as ar aid to the Joint Committee or Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at-

traction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for

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until mountains. On Sunpar 11 about a foot of bill and there has been was the ground and snow the se out driveway ever

a me writing, on Jan. 4. was wind is whipping snow atherhery Front across the white in back of the house. the members was at 28 men at 7:38 and has dropped at degrees to 22 in about an

300 for three days in a row we count move a car through by triveupy and had to depend as brends meeting us and company us off at the end of the lane in order to even get to the supermarket and the post affice.

Enrybody is tired of being husboard Dispositions have storiesed; tempers flare, and the tensions of confinement mount Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point

coming of spring.

Incation that we always read is dollars and cents only. the Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad date them.

the capital are encouraged to In-the attached summary of work jointly lift a thevelopment operating income and costs for undertaking.

COST OF FIRST SUMMER

Personnel Per Week

Tel Week	tourist, the same
1—Engineer \$ 84.00	did not encourage visitors to
1—Fireman 72.80	tour the Observatory proper.
1—Brakeman 67.20	What then would be the Voi-
6720	ume of visitors coming into the
1—Conductor 67.20	area if a promotional effort in
4—Laborers 257.60	area if a promotional crists at
t_Clerk 40.00	relation to the railroad to at-
1_Supervisor 100.00	tract the tourist was under-
10\$688.80	taken? We believe the answer
Coal (24 1-2 tons at 8.00) 196.00	ie quite obvious.
Coal (24 12 tolls at oronies and	The operating costs for the
Material and Supplies and	first summer of operation as
Minor Repairs 200.00	first summer of operating
Incurance 39.20	outlined calls for ten operating
Fond 130.00	personnel at the going local
TOTAL \$1,254.00	rates for this type of employ-
	ment These costs have been
Less: Income 70 persons per day @ \$3.00	converted to a 7-day work week
	(56 hours) and based on an
per person 1,470.00	(56 hours) and based on 30
NET \$ 216.00	initial summer's operation of 30

where we ordered coal to sup- present owners. The value to plement it. And not the least the owners, however, is not of the irritations that come with directly in proportion to the such weather was the terrific value the railroad would be to gas bill we got the other day, the state and its development In other words, we're sick program, and we believe the and tired of this weather and attached summary of initial already look forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, One department of every pub- cannot be measured in cold

as has been proposed then not the first summer of operation only will the tourist stand to we have used a volume average gain, but the state, local govern- of 70 persons per day. This ment, and all those concerned average was based on the rein the self-satisfaction that gen- visited the Astronomy Center erally accompanies this type of at Green Bank in the months of July and August 1960. It The question which seems to must also be taken into account be most prominent in the minds that this average of visitors at of those directly or indirectly the Astronomy Center does not interested in this project is the include groups who made arvalue of the railroad to the rangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the vol-

> is quite obvious. The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added additional revenues with cor- on the present cost of prepara- quickly the state will no longer responding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. without a loss in either direct purchase price of \$8.00 per The income is based upon an value or potential.

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts) _____ \$100,000.00 Cost of 8 miles of right-of-way and approximately 25,000.00 will gain, both financially and corded numbers of persons who 200 acres of land on Bald Knob Improvements of railroad and rolling stock _____ 80,000.00 Park area on Bald Knob 25,000.00 Other improvements (station, engine garage) ____ 30,000.00 Cave improvements? Ski slope? hunters' cabins? etc. 40,000.00 \$300,000.00 TOTAL

(The improvements' enumerated above should employ 65-70 men for a full 52 weeks).

ing \$196.00 of coal for a week's day. The cost to each passenger operation.

are computed on the basis of the top of the mountain. requirements to "build up" an adequate stock of parts and on the local labor rates and supplies over a year's opera- probable costs of repairs if the tion. (Initially this is not as railroad is initially put in good important as it may seem as the working condition. However, we taken? We believe the answer railroad and rolling stock would believe the estimate of 70 passbe put in first class operation engers per day is low and any through the initial investment increase in passenger traffic and heavy maintenance should would increase the revenue not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an not advocate its purchase at experience rating will have to the expense of other worthbe established over one or two while conservation or tourist years operation.

tion in volume. This cost was have such an attraction avail-Each engine trip from Cass to established by the experience able to it, whereas other na-Bald Knob requires 3 1-2 tons of the present logging operation tural attractions can be deferred

ton to the state, thereby requir- average of 70 passengers per would be \$3.00 and this would Other material and supplies include the ride and a meal at

These estimates are based upwithout a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do attractions, but, unless positive The cost of food is based up- action is taken, and taken



Cost (24 1-2 tens at 8.00) 196.00 is quite obvious. Supplies and Minor Repairs 130.00 70 persons per 1,470.00 per person

sered coal to sup- present owners. The value to and not the least the owners, however, is not ins that come with directly in proportion to the was the terrific value the railroad would be to of the other day, the state and its development words, we're sick program, and we believe the this weather and attached summary of initial forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, ment of every pub- cannot be measured in cold read is dollars and cents only.

But what should also be conthat we noticed a sidered by the State in estabne Jim Beard out lishing a value would be the to Hillbilly, dis-number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such collection as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritteaks, especially ages which have been the trademark of West Virginia in the past and also those that are for even tender) playing an important part in at in this for 6 the future of the state. The efore grilling and heritage of the past-an 1880 m't have delicious model steam locomotive lumfind 4 to 6 hours bering up the side of a mounsepough for our tain to a peak unequalled in height by any railroad in the Frup of alive on Eastern United States And just

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200.00 first summer of operation as outlined calls for ten operating personnel at the going local \$1,254.00 rates for this type of employment. These costs have been day @ \$3.00 converted to a 7-day work week (56 hours) and based on an \$ 216.00 initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

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who is known wonderful chef. doors.

d many of his eat success, but which is also our friends, is a ough side, cooked

collection as these have a direct relationwho is known ship to the economy of the wonderful chef, State which would be derived comes to in the form of Consumers' Tax,

other for Pontiacs where the two power shovels have a disry that cheap stuff pull out of the cussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judgnandler's nomination ing from the reaction of our everest of the new Betsy. But the two we have commercials goes to mentioned might even sell chow Chang King chow mein and Pontiacs.

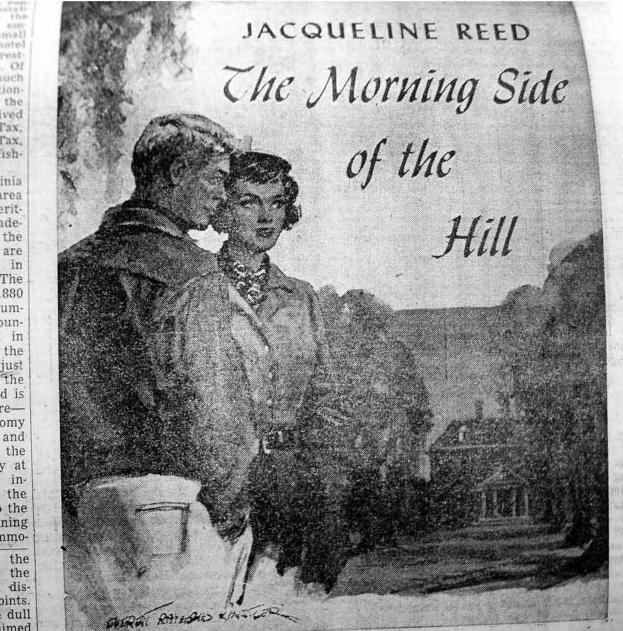
great success, but ing fees and the like. steaks, especially ages which have been the tradefor even tender playing an important part in 2 cup of oleve od a stern United States. And just

tough side, cooked before gnilling and on't have delicious epough for our oil 1-2 cup of sov 2 cup of bourbon d 2 small onions 2 chopped cloves 3 tablespoons of esh or preserved I teaspoon of freshisck pepper, i teary mustard and a e vinegar. Use for ds like a waste of ey, but you don't a brand like Jack

guests arrive.

Commercials

Business and Occupation Tax, gasoline tax, hunting and fish-The State of West Virginia has at its disposal in the area of the Cass railroad the heritmark of West Virginia in the past and also those that are the future of the state. The heritage of the past-an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in beight by any railroad in the short five miles from the starting point of the railroad is our heritage of the futurethe National Radio Astronomy Observatory at Green Bank, and only forty-five miles away the Naval Research Observatory at Sugar Grove. Both these institutions are so aware of the responsibilities they have to the visitor that each is planning reception centers to accommomein in an elevator and the



Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

4 Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique

county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early day the present century.

If you haven't been re the West Virginia Hillbill might not know that I Baum, a rail fan from P vania, came down to th Capitol and talked to t makers during the spe sion with such convincin manship that the men talking politics long en set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies

To Decide Si

The subcommittee coming Sunday at in Charleston to de what it will recom legislature when it January. Most of t members have vately that they that the state pur ing stock of the Lumber Compar into a rail buffs

The town of only industry sold at the au sembles one o western ghost mother lode p

Narrow stre

Geing Up Cheat - West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Comstock:

Enclosed are a group of pictures I took on the trip Saturday aboard the "Legislature Special. Please return these with the rest after you have used them.

If the proposal with the legislature falls through the wrote on Sunday, October 500 today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

that I found out my info on the Tweetsie.

I was probably instrumental here -several years ago in helping to get the ide. started. With subsequent trips with the mafrom the Tweetsie to purchase equipus from the EBT at cost. I think the idea fine blossomed and then trips and discussions wi the Tweetsie man finalized the decision Mr. Wilburn to convince the owners of t railroad, Kovalchick Salvage concern E. Pittsburgh, to follow through with the id-Mr. Wilburn was up until the line was officially abandoned (track was never torn up thoug and still is the Operating Vice-President. should go on a Sat. or Sun, and next week (th first weekend in November) is the end for to year. You can also compare the multitude and vantages the Cass outfit has over the EBT an (Turn to Page 8)

ave land area. stack legomen priditional ling flat cars. ere made by at least three who would be eal. They are Jorp., Mower

Cass, Pecahon-

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Don Mower

age 14)

columns for the only state that can own an up hill railroad,



The WEST VIRGINIA

SINGLE

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

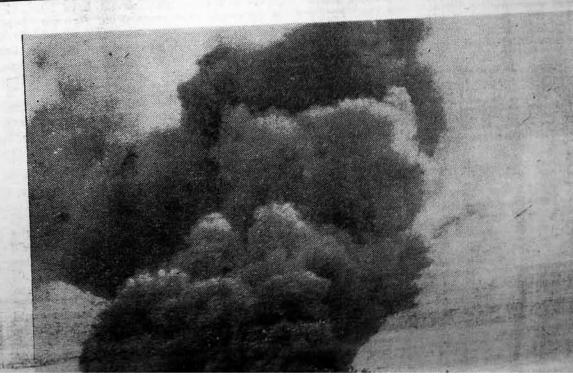
Save The Train!

THE STATE CAN BUY A RAILROAD AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will divinely hope that the road and its steam locomotive will



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(Turn to Page 8)



The railroaders call this "clawing" and the old coal-b rner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above



From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbis-Juia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks - very little has been done to preserve the most cherished heritage of all - our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tailulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America, I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw



NOVEMBER 12, 1960



Brakeman Barclay walks his last day on the empties, His Job finished on June 30, He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two trainlovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water





Old No. 4 gets shifted This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

itage of all - our numan nerroga-

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looking at Mount McKinley (called Mt. Denail
by natives and the Indians) towering 16,000
feet from base level and 20,300 feet from sea
level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe
inspiring sight I can never forget. And with
the help of two large photo murals I took, I
never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note-a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode-that made America — the Railroad.

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.



Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious past.



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The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Chest.

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bor \$10 per foot and \$2,000 for switches plus

went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



Last empties come from Cheat woods, It's the last day of a sixty year span, West Virginia add 160 to its unemployed,



Clyde Galford brings in wood from the hills. This is truly a pictire of West Virginia's glorious

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, as sure-fire tourist attractions.

The underground waters said to be about 200 feet his within the cavern near railroad.



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

Cass Train Report

er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \$75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD

legislative committees Sunlegislative committees Sunle

me private instituparts of the counis be alarmed over proportion of stu-

r private institu-

all. s the matter of unction: For exes and universich in commonst in common. I our University entertain the nog to bring every graduate in West organtown. That's , the unique funcniversity as I see rsity itself wants

Get Together

It would be no these are sheer nonsense. Let's

is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as se they resist ex- distinguished from mere timeense in a time of want to get and don't want to stion growth-for lose-let's put our money there an forcing down -we can always get warm bod- held in Charleston Sunday, Noon of young peo les to stand up in a classroom vember 20. go to college at and call the roll. We shall visery time the need it each other's campuses and of 1500 Marshall College stucalibre labor force learn about each other's prob- dents, along with numerous letdevelopment of lems and strengths first hand, ters and wires, was read to the ts are becoming I get tired of hotels-but never six man group before they unannd our country's of campuses. We shall help each imously voted on co-chairman need. Unemploy- other. First we must sell, even Harry Pauley's motion to recomely cured by rear- more than we have, the values mend the purchase. erations of unem- of higher education to the people and their leaders-make servation Director Warden M. rginia. I have the absolutely clear its indispensa- Lane, to get in touch with the bility to the State, to the Na- owners of the railroad and rollresisting growth tion and to youth in the second ing stock and attempt to get grow. This is half of the 20th century. We a reasonable price quoted for shall join in encouraging in presentation to the full house creased corporate giving to membership when they convene higher education and in edu- in January for the 1961 sescating all our alumni to the sion. fact that their own education heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode ges in this State- the fallacies in the public mind, of the State- such as that tax-assisted instian draw on them tutions don't need private supdents in our grad- port, that voluntary contribuessional schools- tions to public institutions reall want better duce contributions to other inwhich to draw stitutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair can get together competition from low fees in of each of our tax assisted institutions. All of

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

fact was brought out at the Legislative committee meeting

A petition bearing the names

The motion instructed Con-

During the Sunday meeting whether public or private, was Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose de-Railroad.

thusiasm for the development ing and the Cass Railroad would once lived in Mason County.

of the Cass line but told the be in business, at a fraction of Just about everybody in West committee that his department Virginia, and several other would be glad to operate the Lane. states too, with a few notable scenic line if the legislature exceptions, has fallen in love followed the committee's apown enrollments serving It's talent that we with the Cass Railroad. This proval and "give us enough money to run it on".

Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost ascent. inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the center at radio-astronomy Green Bank, and an ardent lic meeting somewhere in the spokesman for advocates seek- state, as suggested by the West ing to preserve the last steam Virginia Hillbilly, to plan for mountain line in operation in action to present our cause to the eastern United States, dis- the West Virginia Legislature puted some of the cost figures when it convenes in January", quoted earlier in the hearing the astronomy center accountby Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million". Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed velopment should have higher tourists Rife explained that the priority than the Cass scenic state could purchase several TWAIN'S PARENTS LIVED old Pullman coaches and dining IN MASON COUNTY Lane expressed only mild en- cars and set them off on a sid-

the cost estimated by Director

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb t h e mountain and "a half a ton to come down".

"We propose to hold a pubant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

The parents of Mark Twain

scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more adult education.

Person to Person

the highly important field of receive Hillbilly for the next to and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

R. E. Mathews of Weston will at the invitation of WOR to tell

Th

Time to Start Workin' on

seem't like a railroad. Some- of visitors, ally who doesn't want to buy to little Casa Railroad and md it to charging up to the up of Old Baldy with a cargo free spending, fun-loving HUPSTON.

There's somebody that doesn't ant to put the unemployed copie of Cass to work running

somebody who will be necessary to take care great mandate and he is serving

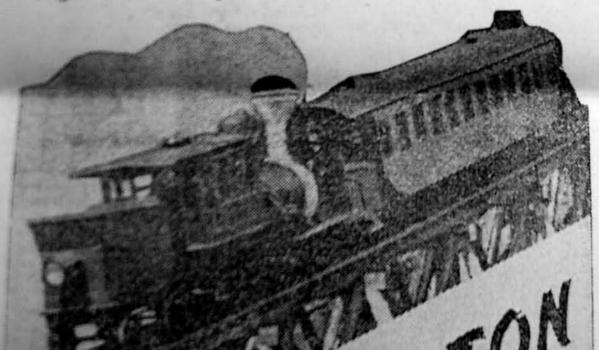
That somebody is, first the he didn't say do it, and it wasn't Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Goverset little railroad, to building nor has been made good father

by the divine right of kings. But done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to large tourist camps that of the West- Virginians by a agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad.



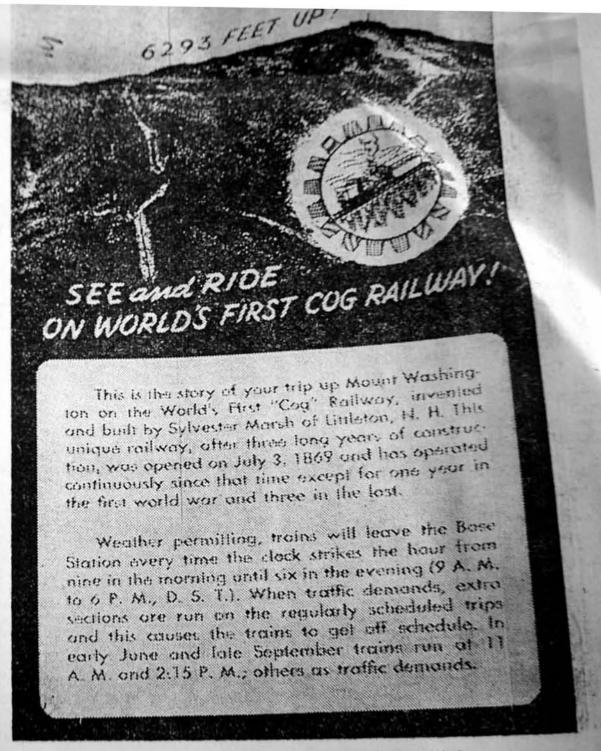


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There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginin except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over



... happen in our West Virginia hills?

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If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over for commodities for its people people.

This is the story of your trip up Mount Washing ton on the World's First "Cog" Railway, invented and built by Sylvester March of Linkston, N. H. This. unique railway, ofter three long years of construction, was opened on July 3, 1869 and has operated Continuously since that time except for one year in the first world war and three in the last.

Weather permitting, trains will leave the Base Station every time the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. T.). When traffic demands, extra sections are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M.; others as traffic demands.

... happen in our West Virginia hills?

up and sold to the Old Domin- from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell from this paper. how to organize stock companon hands to take money.

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word

However, it is possible for the ies, and we'll have a treasurer state to do something. But this paper thinks the chances are Let's prove to the world that molecular. This paper thinks it West Virginia doesn't have to is a job for the people, not the go prowlng around Washington people who represent the

to The Irish Is on Page 14, B'gora!

Complete Text of Russeli Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass. West Virginia as an operating maseum of railroading and lumbering—turn of the century style—for the banefit of the people of the state and as a major tourist attraction. And further, to abow that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 states. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog, Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaiting Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U.S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new rallroad would be prohibitive.

The highways for entering Casa

percenting restricted to the White Pass Continues and Societies to the White Pass and Victor In reling over the Mower solved line October it occurred to me that from Reilroad and some of the operating secret restricted restroads came close to matching the Mower in spectacular sensory. Further the most scenic part of the line is within 6 miles of Casa.

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Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they made \$150,000 net proift. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

farm land it is presently bettering expectations and Mr. Wilburn, the operasing Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninterering stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car and cable is the Mower Lumber Co. It travels the highest point East of the Mississippi River of any railroad. It has the best scenery East of the Rockies, and is the only operational Railroad East of the Sierras that would have the po-

away is a large observatory that would help attract still more people.

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However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

W Va Hillhilly 10/22/1960

To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOCK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

the cradle to the grave".

woods of Cheat above Cass in Speaker Pauley comes in. Psezbontas County was done and it. track and locomotive, was being sold for scrap. I had tourist attraction.

Meet In Marlinton

drives more beautiful in the the prints. world, I suppose, but I have down the Pocahontas side of Fernison and stopped here and there just to look at it all.

Faily magning look at it all.

Figure 1. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 2. The side of the poem was look at it all.

Figure 3. The side of the poem was look at it all.

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Figure 4. The side of the poem was look at it all.

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Figure 5. The side of the poem was look at it all.

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Figure 6. The side of the poem was look at it all.

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Figure 7. The side of the poem was look at it all.

Figure 7. The side of the poem was look at it all look at look at look at look at look at look at look

to but was never brave enough pointed place in Marlinton, is met. to participate in about life Mr. Koontz himself who is

Ike and Taxes

that was brave in a bit of name of Gambill, who is a tax delightful family. legislative maneuvering that lawyer, and who stops at Bill's brought the depredation to a place when passing through standstill until a delegation of that part of West Virginia. legislators could look into the "Tell him that story", says matter of preserving this ves. Bill and Gambill haltingly tells tige of steam for a possbile what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchi-Tre day of looking into the son or somebody. None of it is matter was Saturday at Cass clear to me, or even interesting, and I was invited by Legislative but the fellow gets to talking Auditor Clarence H. Koontz to about how big shots play up to be at the point of assemble the President and he starts at Marlinton at nine o'clock talking about this fellow who I left Richwood early so that I gets invited to the White House could drive slowly over Kenni- and how he works the deals son mountain and absorb the that keeps him on the invite autumn beauty for which this list. One involved a book, and drive is famous. There are is a story, I think, worthy of

Strangely enough I learned being like a mountain rail- standing in front of the place about Rev. Newell, Presbyterread with an engineer that was and wondering why it isn't ian pastor at Greenbank, when brave and admonshed me and open. He tells me where Sena- I went to New York that time the rest of the congregation to tor Carl Gainer is in the motel. to check the Big City for its make the run successful from I go there and after a while poverty and depressed areas of Senator Arch Reed comes in people following the dressing-The contemporary associ and we all go to breakfast, the down that the Saturday Eveation was a real Mountain Rail- place now being open and bust- ning Post gave West Virginia. read, one which I felt was ap- ling. At one booth are Mr. and One of the social workers there prosening a premature grave Mrs. Koontz and at another told me about Greenbank's he work being done in the is Delegate J. C. Cruikshanks. Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. facturately, and somewhat Bill Sperry introduces me to And so were his wife and chileiraculausly, been the engineer a stranger, a fellow by the dren. I have never met a more

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there be-

One barranter of aging I but concentrating quite lether- tion And there are others. Dick We see loads of steel along ferent shades of blue in each Dok as proceed to associate ously upon a herd of young Bowman, whom I know and Dr. the track and I am jolted into receding peak. Frank Callendar of the Green the thoughts of how this train I talk with Tom Edgar's wife, stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me Hillsboro (her birthplace) in and see that all the rest have "My Many Worlds". Tom Edgar intelligently anticipated this left his "other half", his two kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parkalike thing which he gives me and which shrouds me like a had it so good.

meaning of the half tingly pay him no mind at all Bank observatory. "Meet Dr. and its track will be like cer- a charming and devoted wife. I formula world at all old song but grare on with the hard-to- Phillip Newell", somebody says tain of the natives of Guam ask her how he will negotiate Last Seturds there kept come get nonochalance of the gender, and I shake hands with a sub- whom the Japanese slew. They, the problems of the legislature The first man I meet at scriber whom I have heard the Japs, made each man dig if he is elected. She tells me and have that I used to listen Bill Sperry's El Poco, the ap- much about but had never his grave and get down on his that there have been many knees at the edge of it, so that problems but all have been when the big knife came down solved and taken care of, and he could be kicked in after this one will. Mrs. Edgar is a his severed head. It's like this learned and well-read woman for the kind old steam loco- and her knowledge of things motive we are riding. It will in general is rather tremenpull up its track and haul it to dous and her interest in prothe bottom of the hill and moting tourism for West Virwhen the job is done it too ginia in general and her own will go for scrap. Unless, of Pocahontas in particular is alcourse, the State orders a most a passion with her. And Peral Buck is indeed a passion.

> Her father-in-law. Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become someis something to see. A little thing of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's remummy's bandage and I never ferring to him as "half man" in her book. "Nothing to it at John Killoran comes up to all. Tom knows what she meant. cause the officer completed his me and I say, "Fill me in He knows what happened to "John" and John fills me in him. He isn't a baby. As a never seen them. The day was exactly right as to weather and temperature. At 7.55 to the day was but would give a few but would give a temperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no down the Possible of marks a gold are fold in percentages. I think he is pretty

Regulat attraction.

stores more beautiful in the the prints. world, I suppose, but I have meser seen them. The day was slown the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, spangled type of thing that poem. That's all he knew. of the frost, into a sequin sparkled on the bright and yellows of the leaves, not to word. Soon as the dinner was Frazier of WVU. speak of the undertones of over, he got to a phone and brown limbs and green of still started calling book stores in in me the image of bespangled quotation to each of them and rera of Kleig lights. What a the man who could find it wonderful wonderland this all first. One was found after a is, this drive in the autumn short time and the man charover Kennison.

where green clings for a few it that you wanted . . . more precious minutes before donning the fatal costume. which, although colorful and gay, is still the danse macabre

comething about how President the last and absorb the that keeps him on the invite

of a poem that he hadn't read driver and had himself loaded steep railroads. Railroad grades He understands more than peotemperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no or maybe a golf course - the base hospital. Tom Edgar of one inch per hundred feet grudges, I think he is pretty in Georgia for if anybody could is indeed a man. locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to ty-man, and Larry Fellure percent. But never more. This that looks like polychromatic get back to the simple ways (spelling, ugh!) who is a Uni- one is nine percent. Just think needle point work at times, and des or maybe the crystals again. "The President could versity of Virginia student and of that, nine percent".

tered a private plane to fly the book to Washington and extends on down the countour dinner was able to say to the of the hill and hills to the President, "Oh, by the way, I green level below, where the just happen to have with me frost hasn't come so early, and the book that has that poem in

Last Train from Cass

a bellows, giving me no glance preservation over his twistar there and in more distinct and I notice dif-

instance. Tom is running for self I will. Upward we go and Tell som that story save thought tells from Pocahontas. He is the Cruickshanks say that "por story old Comstock is going to freeze you would think she would be the collection of the collection and the position about how President to be chanter on the collection of describes in her chapter on to death" and I look about me have the right to 'put on' just to death" and I look about me and see that all the right to 'put on' just and see that all the right to 'put o some was Saturday at Cast clear to me, or even interesting, story there, which I haven't Bowman has evidently antici-And I was second by Legislative but the fellow gets to talking time or room for now. Let it pated my dumbness and has be at the point of assemble the President and he starts officer and he sat in a church Marinton at nine o'clock talking about this fellow who in Germany (?) making plans and which shrouds me like a offense at Pearl Buck's reand which shrough the first invited to the White House of an attack when a bomb came mummy's bandage and I never mummy's bandage and I never ferring to him as "half man" had it so good. legs off clean above the knees. Yes, there's a story there because the officer completed his me and I say, "Fill me in, He knows what happened to plans, gave some orders in con-

Wonderful People

quote but two lines from the railfan. I met Robert Jacobson, who is running for Prosecuting ward because it is gradual. I the sun shines or how the This fellow who was trying to Attorney, and who became a do notice that the autumn shadows fall. We come to a firey reds and oranges and make Eisenhower didn't say a subscriber. And I met Dr. Carl splendor is to be seen on all farm where cattle and sheep

the mountains and give the Now we come to a switch-back, with a subterranean waterfall green leaves, and created with. New York. He recited the legislators and all others who and Russell Baum, who started higher than the mighty Niawish to take the trip a prevue the whole thing, as you will gara. "Will we see it?" I ask grpsy girls dancing in an au- offered a ridiculous price to of what kind of ride a tourist remember if you have read the and am told that it will have can be taken, if it isn't too past two papers, rushes up to to wait another time. We turn crass to speak of taking tourists tell me something. for a ride. There is a caboose, or personnel car for the weak, The beauty of it parades and within a short time after the log car for the sturdy. We all and an open-air, side-railinged go open-air for the first shank States. This has to switch to the air is stronger, like a wine, of the journey.

is skyward. In a minute or so gine pull ahead and stops, the me, and share it, and to toss we are past the old Mower track is switched, and now it the dregs of contentment back mill that has sawed its last log is pulling instead of pushing, to grow and multiply for and we pass up the old rail- And this isn't so good at all others. I now see what it would There's no sense in taking road skidder that has also because the wind is against us mean, this railroad, to hundreds of nature the last fling before all the cars, so we double up yanked its last log from the and all the minute, and not of people who have never gone old Boroness Winter holds all and it isn't long until we are hills beyond, but that is no so minute, cinders from the up the side of a West Virginia In thrall, I have become potetic, at Cass. There is a crowd about doubt good because there was smokestack descend upon us mountain, by foot or rail, and but reality jerks me back. I the old steam locomotive which no greater rape of the woods like dirty snow and we all seek I think how lucky the state is come down hard upon the is belching out smoke in then that committed by this head coverage, using my parka that Russell Baum came to us brakes and swerve dangerously proper salutation. I see fami- Frankenstein of the forest. I hood, and others using handker before the tracks were taken to avoid hitting a young bull liar faces in the crowd and new think to myself how that old chiefs or whatever they can up and alerted us sleepy people. which has strayed from a field ones too. There is, first as al- mill could be kept as a souvenir find. The upward go is now There is more beauty; beauty and over a fence and stands ways when a steam engine is of a now dead way of providing very distinctly up and the beau- of white jutting rocks from the in the road. His head is thrust puffing John Killoran, the the world with lumber and ty at the sides is almost pain- side, trees of all colors. And forward, nose-quivering, as his WSAZ-TV man; who has been how there could be a woodhicks ful to look at. Behind us the there's a deep red here. Dick nostrils dilate in and out like going to bat for the train's museum assembled and kept backdrop of the mountains is Bowman brings it at a stop.

"John" and John fills me in him. He isn't a baby. As a At a dinner Eisenhower spoke nection with them, and called a and good, "This is one of the matter of fact he is all man, is one percent, for instance, great". Now most Main Line roads are from one and a half to two great too. percent. Some few roads, but And I met Dave Bond, the not Main Liners, are five or six and through autumnal foliage

> sides and back behind us is a graze and I am told that there The train is ready to go into valley with a backdrop of hills, is a cave near here, a cave

Switch Backs

switch-back in the United met and taken. It is colder and climb the hill". What he means and I wish there were more From the very start the ride is being demonstrated. The en- along to drink it all in with

Character of Pearl Buck

I had heard that Tom took in her book, "Nothing to it at John Killoran comes up to all. Tom knows what she meant.

And I think she is pretty

We have chugged up grades colorful and downy gossamer I don't notice the climb up- at others, depending upon how curve on the slant, then kead for higher ground. Another stop and a start and the second of "There is only one other the two switch-backs has been

(Turn to Page 14)

To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the halfforgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that knought the depredation to a standstill until a delegation of legislators could look into the emplier of preserving this vestige of steam for a possibile imprist attraction.

Meet In Marlinton

The day of looking into the analter was Saturday at Cass and I was invited by Legislative Auditor Clarence H Koostz to

but concentrating quite lecher- tion. And there a ously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, comething about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

Bowman, whom I Frank Callendar Bank observator Phillip Newell". and I shake har scriber whom much about t met.

Strangely en about Rev. Ne ian pastor at (I went to New to check the poverty and d people follow down that th ning Post ga One of the so told me a Rev. Newell told me abo known as th cuit Rider i there and s And so wer dren. I hav delightful

And ther nt the stat instance. House of from Poc "half mal describes Hillsboro "My Many left his legs, in story the time or suffice to

"make the run successful from the cradle to the grave".

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Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world. I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and vellows of the leaves, not to speak of the undertones brown limbs and green of still green leaves, and created within me the impre of bestande

I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

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At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

poverty and opeople follow down that the ning Post gar one of the standard nite and Rev. Newell told me about known as the cuit Rider there and And so we dren. I have delightful

And the at the sta instance. House of from Po "half ma describes Hillsboro "My Man left his legs, in story th time or suffice t officer a in Germ for an att through legs off Yes, the cause th plans, g nection driver a into a the bas is indee

And tv-man, (spelling versity railfan, who is Attorne subscrib Frazier

The ti

Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals into a sequin of the frost. spangled type of thing that sparkled on the bright and firey reds and oranges and vellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurera of Kleig lights. What a wonderful wonderland this all is this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of mature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I some down hard upon the brakes and swerve dangerously to aword hitting a young bull which has strayed from a field and over a fence and stands as the road. His head is thrust forward, amongulvering, as his Accounts dulate in and out like going to bat for the train's museum a a believe giving me no glance preservation over his twistar thereone

locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking road skin all the cars, so we double up yanked it and it isn't long until we are hills beyo at Cass. There is a crowd about the old steam locomotive which no greater is belching out proper salutation. I see fami- Frankenste liar faces in the crowd and new think to I ones too. There is, first as al- mill could ways when a steam engine is of a now d puffing John Killoran, the the world WSAZ TV man; who has been how there

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MARKE SHAPE

re others. Dick We see loads of steel along | know and Dr. the track and I am jolted into of the Green the thoughts of how this train Meet Dr. and its track will be like ceromebody says tain of the natives of Guam s with a sub- whom the Japanese slew. They, have heard the Japs, made each man dig had never his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I Cruickshanks say that "Poor ald Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated kind of weather and are dressed in fitting garb. And Dick flowman has evidently anticipuled my dumbness and has brought along an extra parkalike thing which he gives me

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife. a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me, "She is kind and considerate, and devoid of all pretence. would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

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John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent."

I don't notice the climb upward because it is gradual. I do motice that the autumn splendur is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Boum, who started the whole thing, as you will

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Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niahigher than

percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

There is only one other in the United switch-back States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull shead and stops, the truck is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not an minute, cinders from the smokestack descend upon us his head coverage, using my parka I houd, and others using handkerand entaris of whatever they can me find. The upward go is now me very distinctly up and the beauand my at the sades is almost paincas but to look of Rehind us the opi backtrop of the mountains is more distinct and I notice dif-

We liave chasses and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and The firty snow and we all seek I think how lucky the state is before the tracks were taken up and alerted us sleepy people. There is more beauty: beauty

of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE I

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lance of the gender.

man I meet at El Poco, the ape im Marlinton, is himself who is front of the place ing why it isn't is me where Senaer is in the motel. and after a while Reed comes in to breakfast, the me open and bustmoth are Mr. and and at amother C. Craikshanks. ew commes in.

nd Taxes

introduces me to finling by the sill, who is a tax an shaps all Ball's mssing through West Vargotte al slinny", says il hadtingly tells men teiling Bill t how President varios taxos by contains farm to d Clin Murchi-Alune of H is

rating quite lecher- ition. And there are others, Dick a berd of young Bowman, whom I know and Dr. field, who exaspera- Frank Callendar of the Green him no mind at all Bank observatory. "Meet Dr. n with the hard-to- Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

> Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressingdown that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

> And there were others there at the station. Tom Edgar, for instance. Tom is running for figure of Delegates (Democrat) from Porahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillishoro (her birthplace) in My Many Worlds". Tom Edgar oft his "other half", his two

We see loads of steel the track and I am jolted the thoughts of how this and its track will be lik tain of the natives of whom the Japanese slew. the Japs, made each ma his grave and get down knees at the edge of it, s when the big knife came he could be kicked in his severed head. It's lil for the kind old steam motive we are riding. pull up its track and ha the bottom of the hi when the job is done will go for scrap. Un course, the State of stay of execution.

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lke and Taxes

perry introduces me to ger, a fellow by the Gambill, who is a tax and who stops at Bill's hen passing through rt of West Virginia. that story". says Gambill haltingly tells had been telling Bill. g about how President er evades taxes by is Gettysburg farm to lien and Clint Murchi-\ mebody. None of it is no, or even interesting, felliow gets to talking w big shots play up to adont and he starts about this fellow who ed to the White House w he works the deals me him on the invite invalved a book and be a mank worthy of

mer Elisenhower spoke
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Wenderful People

And I met Dave Bond, the twoman, and Larry Fellure opelling, ught) who is a University of Virginia student and redfen. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Presser of WVU.

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I don't notice ward because do notice the splendor is to sides and back tion on the invite street a book, and think, worthy of

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who was trying to wer didn't say a the dinner was to a phone and the most stores in the north of them and thenhous price to a could find it as found after a at the man character plane to the

Washington and my time after the time after the the to say to the May, I to these with me I has that poem in wather ..."

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The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all the open-air for the first shank of the journey.

press the very start the ride is objurant. In a minute or so we are past the old Mower will that has sawed its last log and we pass up the old rail-

"John Killoran me and I say, "John" and Joh and good. "This steep railroads, are told in perconform one inch percent Now most Main from one and percent. Some not Main Liner percent. But I one is nine percent of that, nine I

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From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods then that committed by this Frankenstein of the forest. I hood, and the growd and new think to myself how that old chiefs or nere us, first as al- mill could be kept as a souvenir find. The a stepm engine is of a now dead way of providing very distin n follower, the the world with lumber and ty at the nest, who has been how there could be a woodhicks ful to loo all for the train's museum assembled and kept backdrop word has be attend there on a let it an impre disti

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To Buy Or Not To Buy a Railroad

(From Page 10)
This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it

stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him, He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some sid box cars are near. There is the smell of food from one of the box cars, and I follow my nose Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond but a colored troy tells me it is time to cat and I turn down this trip to buy my structer devotion to the culinery efforts of Mr. Silverstein's cours. I sit down with

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

Top of Old Baldy

Outside there Is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investiimmense gating group saw possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said to the following Sunday (30) the group would a Charleston for a decimental whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ahe in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, i had been told to good show for then He too, I think, purchase of that it could divert a tion from him.





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those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

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betimes yearn to share the mountain man's blissful solitude, close to nature?

MOUNTAIN

GAULEY

Louise McNeill \$4.00

Hillbilly Bookshop RICHWOOD

his Cadillac and we fascinated as this will took the pasture in stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.



Sanitar Ice Cre

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YOUR **FOOD**

GREENB PRODU

s With Judge On Hillbilly Decision

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ly conveyer with Rundk's conten-W a summinument a dissipante to be Mis Judge Ruark

radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand and one other annoyances of urban and suburban living, join with Judge Ruark in saluting the hillbilly. It is understandable, is it not, if we

This arms recommend is neither an offer to sell nor a solicitation of an offer the sell nor a solicitation of an offer to made only by the Prospectus.

New Issue

September

OCTOBER 29, 1960

Railroad

d at a feast for the ind me. They have a ith mashed potatoes and coffee, which is enormous tin cups. that calls for the sevotion and I give it. And my dinner aren't slouches eiting the stuff away.

ef Old Baldy

neme is talk of this the return of result to Bald Knob. and Mrs. Ted Riffe. Blackborst, author of the Flood", the his wery place, and a a to the various best the possible natur Reed thinks grand and Herb carried away with made was to the trip was Marry Pauley said the state should in the lop of Bald comb, to the way. Jent amder Sprace ground in III BE both Tollmunger Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he been told to "put on a good show for them legislators". He too, I think, favored the purchase of that train, maybe it could divert a bit of attention from him.





A remark of East Cass - once a wild and wooly 'loggray entertainment zone' - remained until the 1985 lood. This 1976 wew of the business district was taken from the west and of the bridge looking towards the ground 50 degree curve.



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The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodhick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs

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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property—as well as the plant itself—fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

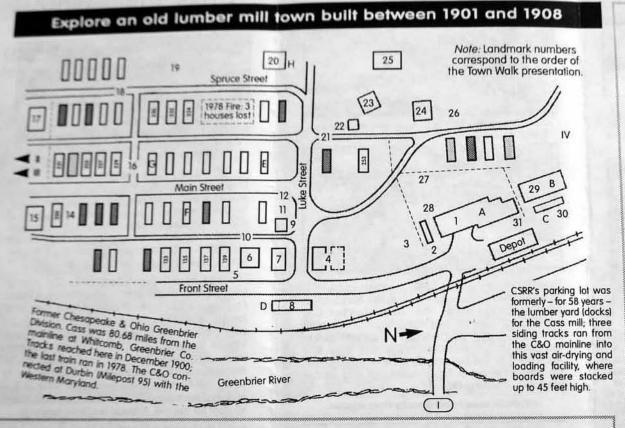
The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture — The West Virginia Spruce Lumber Co. — for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel deal for the mill, railroad and land holdings.

Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WYP&PCO.

Cass Scenic Railroad State Park
Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

A Former Company Store Complex Cass County Store (State Park Gift Shop), The Last Run Restaurant, Pocahontas County Tourism Commission Info Stand, Cass Wildlife Museum, Cass Historical Museum

B. Cass Showcase

C. Country Craft Junction

D. Lefty's Barber Shop

E. Something Special, Ltd.

F. Bear Essentials Tea & Spice Shoppe

G. Westvaco Forestry House Exhibit

H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

- Pocahontas Supply Company
 S.B. Nethkin Co. Meat Market
- (now Post Office)
 3. Original company office building site
- 4. Cass Hotel / Mountain Inn / Town Shop
- 5. Front Row (no street until 1925-26)
- First church (now Community Center)
 7. Masonic Building
 - 8. Latter-era company garage
- 9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
- 10. Lower Alley (missing many structures)
 - 11. The Pen ('milking cow jail')
 - 12. Company garage site
- 'Uptown Cass' Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
- 14. Site of first schoolhouse (1901-1908)
- Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
- 16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
- 17. Methodist Episcopal South Church (1927)
- 18. Spruce Street 'The 'Back Rows'
- 19. Site of second schoolhouse (1908-1915)
- 20. General Manager's residence, 1933-1960
 - 21. Ascent of Big Bug Hill
- Dr. Uriah Hannah's office, 1913-1943
 Doctor's home, 1902-1943
- Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
 - 25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
 - 26. Horse barn stone foundation
 - 27. 'Aerial walkway' inexact replica
- 28. Site of S.B. Nethkin & Co. ice plant
- 29. Company hay and grain barn (1919)
- 30. Company Store retail coal bins 31. Retail coal scale shed
- East Cass 'logger's entertainment zone'
 (a.k.a. Brooklyn, Hell's Acre)
- II. 'Big School House' (built 1915-16)
- III. Slab Town company section dwellings for subsidiary's extract plant, 1914-1925
- IV. Bohunk Hill once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase). rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Division of Natural Resources is an equal opportunity employer." CUSS SCEINC NUMBERS STORE FOR

Cass, West Virginia

Version 3.0, 9-96

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Late, great shop (1923-72)



Above The second Cass shop in 1965 at age 42 Below Five days after the May 23, 1972 fire



The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

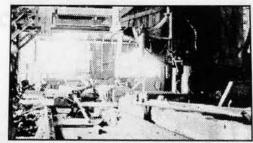
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War 1 corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* – available in brochure form at the depot ticket office – for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Version 3.0, 9-95

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Cass Scenic Railroad State Park
Cass, West Virginia

Cass: A Brief History And Guide To A Lumber Company Town; George Delke, Cass; 1989
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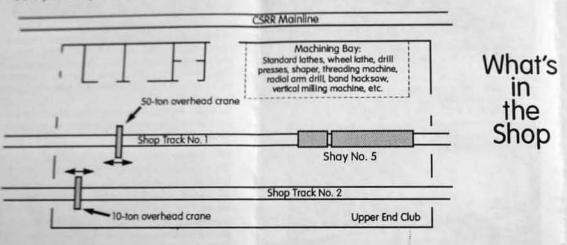
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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here. You are asked to watch your step and keep tabs on all small children!



Active Power

Shey No. 2 (o'n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922), 70-tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shey No. 6 (c/n 3354, 1945). Lima class 150-3, superheated, the last and second largest Shay built; plans of 'Cass No. 12 - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons"; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Cass Scenic Railroad State Park

Tumult On The Mountains: Lumbering in West Company Town; George Delke, Cass; 1989 Cass: A Brief History And Guide To A Lumber Parsons; 2nd printing, 1994 Roy B. Clarkson, McClain Publishing Co.,

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

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In order from the lower end of the siding are:

Helsler No. 6 (c/n 1591, 1929), 90 tons*; one of the largest units out-shopped by Heisler of Erie. Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-ofservice since June 1995; needs a new boiler.

Shay No. 36. (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons"; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

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Statement of Policy Regarding The Equal Opportunity of Use Facilities and Participate in Programs

previous town walk presentations. based on personal research, with

for many years as vice-president of WypepCo. zation in 1899. Cass (1868-1938) went on to serve On Beyond Leatherbark: The Cass Saga;



Phole by Philip Bogdor

The most prouter addition to park program offerings, the Tity Of the Merring Four, affords a visit to the requir shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Progressmanuse of the action, Heisler No. 6 steams—and amores—if up back in 1971.



1922 view, various callections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second was to the CSRR and has been deep heing myth from reality ever since, his grasp of the true history is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR — to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

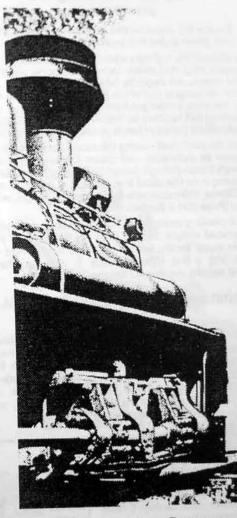
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 - Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for sentice, we begin by taking a look at the lumber mill an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

into the yard Itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Maving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

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After peeking inside the car shop, we enter a world of georhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

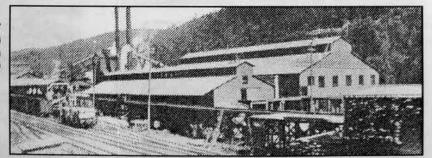
Behind-the-scenes Shop Tour, P.M.

1:50 - Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similiar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Town Walk

11:15 - Saturday 1:15*- Fri, Sun • 2:15* - Sun 5:10*- Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolat-

ed industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 - Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season – and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) – Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street 1908

Greenbrier Siding Deadline Stroll

2:50 - Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Parks Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

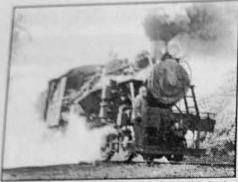


Photo by Philip Bagda

Moning Tour After visiting the repair shops, visitors have the opportunity to watch trains being prepared Since 1963, this time of day has been a favorite among railfans. Representative of the actor, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Baadon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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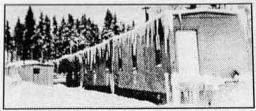
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Whittaker Camp No.1

New at Whittaker Station



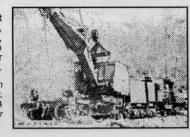
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bold Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No.1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

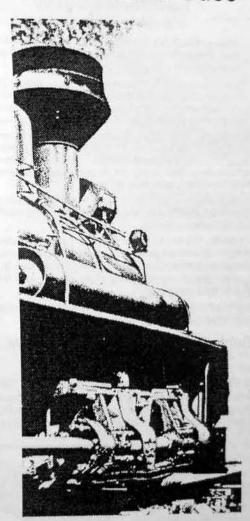
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking low: Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill ballines as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shapping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shap's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk

1:10*- Sun, Fri, Sat 3:10*- Saturday 5:05*- Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town – built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a questionand-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its eral had just been completed and was operating 11 hours daily except Sunday.

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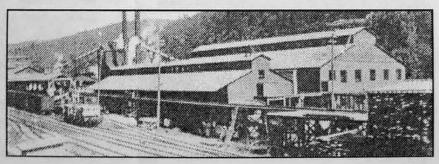
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This photo and top right from Lagging South Cheat: The History of the Snowshoe Lands by George Deike





South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

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Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection West Virginia University Library

Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

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Aerial Log Skidding

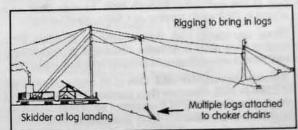


With tower standing 96 feet above its base, Meadow River No.1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) — which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.

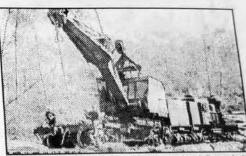


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat. The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!

Whittaker Camp No.1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

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of the Snowshoe Lands by George Deli

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



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Hamilt conditions are exemplified by this scene, c. 1950.
Phose by Bruce Crickard, George Deike Collection

stary bunk house quarters, rugged 'woodhicks' working on the Cass lob found themselves adapting to a new turn of accommodations. Soon after Mower turner Company bought out the Cass operation, find Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

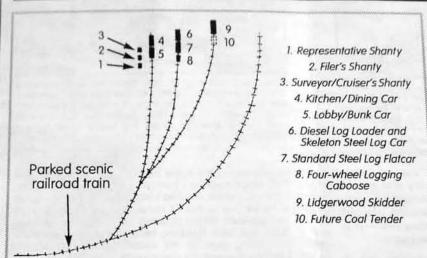
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower comp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assac., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Above: The second Cass shop in 1966 at age 43 Below: Days after the fire of May 23, 1972



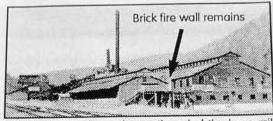
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

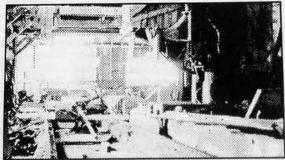
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steampowered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

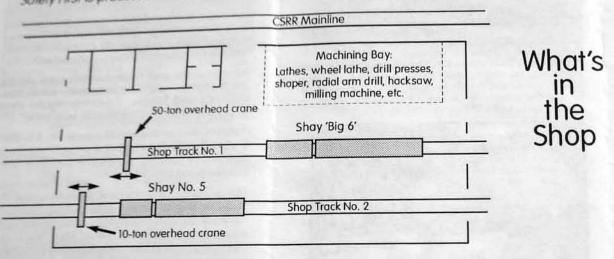
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



Active Power

Shay No. 2 (o/n 3320, 1928). Lima Pacific Coast model – 96 tons* superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton' 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36. (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia – first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

Celebrating the 59-year lumbering heritage of the Cass Scenic Kullibaa, 770

In brief: The Whittaker Camp No. 1 Display

^{*} Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).



Whitester Camp No. 1's reproductions of skilled workers sharifes provide a gimpse into a bygone are from a group of eight original and long-gone are from a group of eight original and long-gone are from the mod 1940s – possibly on Side Run.

West Virginia and Regional History Collection West Virginia University Library

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High-line Aerial Skidding

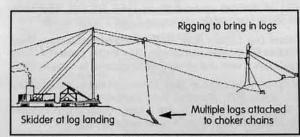


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Photo by Wally Johnson, MSR&LHA 1993 Calendar

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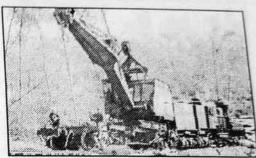


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From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!
Whittaker Camp No. 1

INDOSO MICIONI I UMPE MINE!



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

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Cass Scenic Railroad State Park
Cass, West Virginia

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A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

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Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

in 145, after more than 40 years of occupying twothan the Cass job found themselves adapting to a new term of accommodations. Soon after Mower the Cass operation, and Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, creenbrier County, where this housing practice had been instituted in the early 1930s.

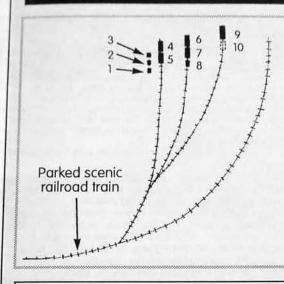
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Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



- Representative Shanty
 Filer's Shanty
- 3. Surveyor/Cruiser's Shanty
 - 4. Kitchen/Dining Car 5. Lobby/Bunk Car
- Diesel Log Loader and Skeleton Steel Log Car
- 7. Standard Steel Log Flatcar
 - 8. Four-wheel Logging Caboose
 - Lidgerwood Skidder
 - 10. Future Coal Tender

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For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 **(5)**. A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993, considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

--- - amorem kind of vvest virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for



The lutest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the apportunity to watch trains being prepared Since 1963, this time of day has been a tworte among raifans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971



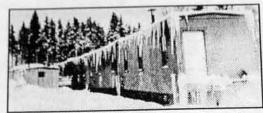
Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Phillip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

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Whittaker Camp No.1

New at Whittaker Station



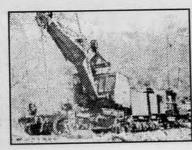
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

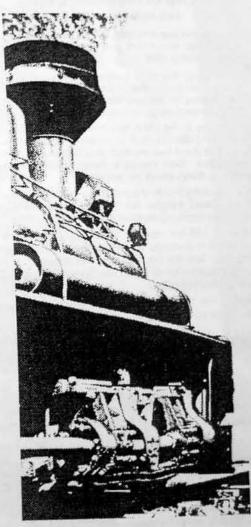
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia siule purk

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomative, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shapping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shap's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk

1:10*- Sun, Fri, Sat 3:10* - Saturday 5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, halfmile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated

industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Registry of Historical Places.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam — at least on screen in the Cass Scenic Railroad Early Years slide show. (P. Bagdon photo, 1968)





South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. -Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No.7, Mower Lumber camp train cars, and more.

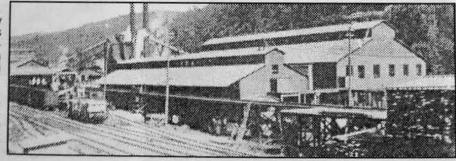
There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its eral had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Scenic Railroad . . . Park programs for a uniferent kin.

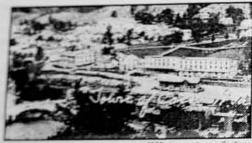
A grand heritage in a modern wrapper: The Cass Shops

Safatu First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling sking was extended. The upper end of the track now used for parking excursion trains was Mower Lumber parking excursion trains was Mower Lumber parking excursion.

The littlest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Recresentative of the action, former Meadow River Lumber 90-ton Heisler No. 6 steams



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Whittaker Camp No.1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

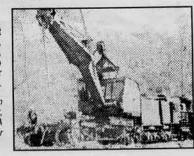


Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

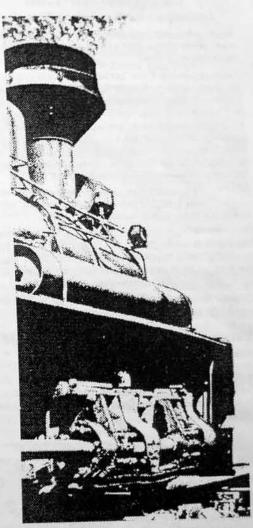
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs Cass Scenic Railroad State Park

August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour | Cass To

8:00 daily except Tuesday and Wednesday

Must at the dispot for this 75-minute, 1-mile walking four. Wear shoes that you don't mind getting wet from morning dew

team about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Maryland is undergoing final assembly after a twoyear-long heavy shapping. Besides pausing to watch the wark on No. 6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 1923 'company photo,' the second lumber mill complex (decidedly hightech for its eral had just been completed and was operating It hours daily except Sunday.

> This photo and top right from Logging South Cheat The History of the Snowshoe Lands by George Deike

Cass Town Walk

1:15*- Wed, Thur, Fri, Sun 4:10 - Saturday 5:10*- Mon, Wed, Thurs, Sun

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Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history,

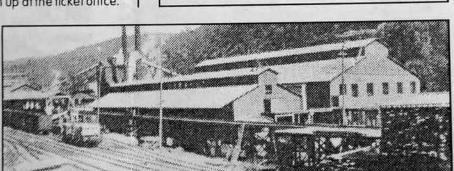
view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

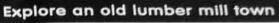
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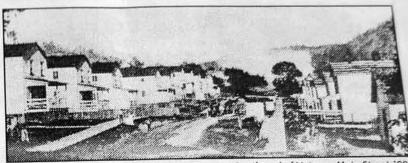


About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing hardcore 'gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here—and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).







South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

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During the value in baselook salend absorper was Mower Lumber Camp can 418 ps Abay 1870. The can is now part of the hillmaker Camp No. 1 dispilar.

Cars in the Whittaker Gamp No. 1 Display

Mover Camp Car No. 419. A Micdetown wood, truss and father (anguined by West Virginia Pulp & Paper Co. for lag thair service around 1919) fabricated into a bunk ran by Mover Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was added in 1919 while serving as CSRR's 'sand house.'

Februaried Camp Train Car. Mower log flat No. 110 which carried the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1980s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the Diesel log loader at Whittaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber, was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a dosed platform excursion car before being retired instead of conversion of wheels to roller bearing.

Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this boober mode the rear of log trains out of Swandale Clay County) for Elk River Coal & Lumber and sucessors — W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G.P. Used on railfan charters for several years, originally rostered as No. 8,

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beety 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research:
Artie Barkley, George Delke, Danny Seldomridge,
Bud Cassell, John Cassell, Red McMillion
Darren Seldomridge, Wayne Cassell, Rex Cassell,
Richard Sparks, John Killoran, George Fizer



Ex-Mower Lumber Co. kitchen car No. 417 on the upper shop lead, August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

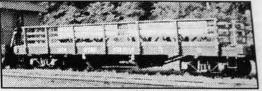
Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad

Equipment Roster

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses — 30-foot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O). Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car, The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.

Version 2.0 • September 1996



Lacomotive frael of cars, CBPX 219 and 250 on the reach back, 3-72

Log Cars

Movem Laterbee Meant Archive Flation. There were over plot of these soldnot wood flats used at Cass by West strepnic hulp & Paper during the turnbering heyday, Mover Lambar Co. (1962-1960) operated a reduced-size fleet. Full of the empire excursion train (Closed Platform No. 3) and the only secure case ling car. It is currently spotted on the life company store lead in Cass awaiting restoration.

Membre River B-series akeretons (13 including Whittaker Camp No. 1. A treal of 22 of these steel 40-foot log bunks fluoriestally donated by Membre River Lumber's successor, George Paullic, in 1972 — with 12 (8-1, 8-4, 8-5, 8-6, 8-10, 8-2, 8-3, 8-25, 8-30) brought directly to Caus and 8 (8-2, 8-3, 8-7, 8-28, 8-25) brought directly to Caus and 8 (8-2, 8-3, 8-7, 8-8, 8-11, 8-14, 8-18, 8-22) placed in stronge at the Howes Leather Tannery in Frank, five empurior care for 9 cars converted for excursion service. Today, 8-11 and 8-30 are are still used in railtan charter sentice for log train renderings. Car 8-10 has carried the American log loader since the early 1980s; 8-12 is part of the Whittaker Camp No. 1 display; 8-14 has carried the Campa borier since it arrived from Canada. Nine additional care are scattered through the array of rolling stock on the Greenzier dead line.

Meadow River E-series (2). These skeleton-style adaptations — E-31, E-32 — began service at Meadow River Lumber Co. as ex-C30 fatcars used as spacer cars (between oversize long tree' loadout). Research shows that there e-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have these an aservice here; on Greenbrier dead line,

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1976 shipping oil for Shays 2 and 3; placed out-of-service upon the and of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1976; four additional cars were shipped in the

rolling stock recement of 10-85, in Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number, Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at Writtaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' ("OB" and OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

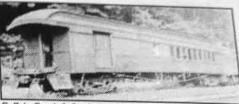
Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, 8-67

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

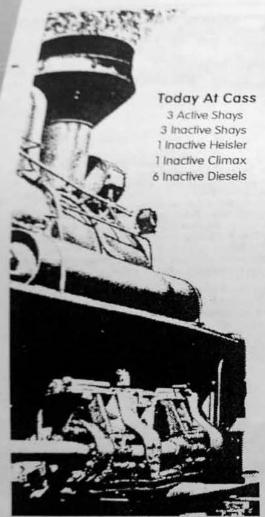
9.00 daily except Tuesday and vvegnesony

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

the Cost lumber mill, once one of the

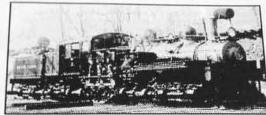
4:10 - Saturday
5:10* - Mon, Wed, Thurs, Sun
Meet on the Cass Country
Store steps for a 40-minute,
half-mile swing through the





CSRR brochure art, 1964-67

Sources other than personal research:
Artie Barkley, George Deike, Danny Seldomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907), 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition, it was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham Couunty R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad

Locomotive Roster

(All-time)

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model — 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boorn & Lumber Co., shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

 Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 * September 1996



Senso No. P absorbs after its assiste. July 1971.

Ether No. 2 min 1903, 1908). R2 tons, came to Cass new to the Greenthrier & Eth Rheer, West Virginia Spruce umber Cin a tailmed out of Cass - the oldest and longest assembly Shan here, its cylinders were cracked in 1958 white saming the mill's dry kills plant as a steam source, thus was impressize when the State acquired the railroad in 1962 after repair, it was put into service three years later, summetty out of service for a five sheet replacement; it will be back in service for May Railfan Weekend.

Share ("Big") No. 6 con 2054, 1945). Lima class 150-3, superheuried, the lest and record largest Shary built; plans or Care No. 12 in its original, 154-bon' 3-truck form) — were used as bundational design, worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 2% nating grade) for only a few years, displayed in featurement of the BMO Railroad Museum for over 25 years before amoning here in 1960 (in a long-term trade for Shay No. 1 and Porter 0-4-67 No. 714); in 1961, operated for the first time in 28 years, used sparingly until service on the Cass Guiton Run (1964-85); extensive shopping removed it from the matter for two full operating seasons; reassembled, big 6 spart pain of August on the upper shop track for final painting. If sed up and tested on 9-21 and 9-24 (first run up mountain); it will run this fail, at least periodically.

Out of Service Steam Power

mersion No. 6 John 1591, 1929). 90 tons"; one of the largest units out shopped by Heisler of Erie, Pa.; originally served floaturis Cost and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967,

then spent over 25 years in Greenbrier County as Meadow Histor Lumber No.6; came here on its own power in 1966 and west into service on Bald Knob Inaugural Weekend (May 1968); but of service since 6-95; needs a new boiler.

Shay No. 7 (on 3131, 1920), 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job — Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Rallroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boller but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here — until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



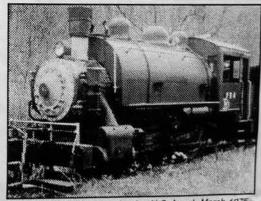
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Bamey"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.



Locomotive fuel oil cars. CSFIX 219 and 220 on the ready track 3.25

CASS HOMECOMING 1998 11th Annual

The community of Cass wicomes you to our 1.1th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committe. Your suggestions and ocntibutitions are greatly apprecitated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and ocmments can be referred to any member of our ocmmittee:

Darrell Turner - Preisident

Katrina Defibaugh - Treasure

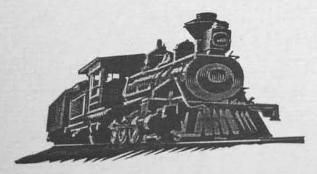
Cathy Ribble - Secretary
Terru Ribble Lefty Meeks

Dan Defibaugh Wanda Halterman

Stan Beafore Dave McMillion

Lisa Hubbert Gail Vanderander

Joe Warder Tonya Warder Brenda Thomas Mary Perkins



Printed By POCAHONTAS COUNTY TOURISM COMMISSION 1-800-336-7009

HTH ANNUAL CASS HOMECOMING 1998 AGENDA

June 24 - June 28

June 24

Pagent for Prince & Princes 7:00pm Cass Fire Hall (age's 5-8)

June 25

Prize Games Free for all ages 7:30pm Community Center (Donations excepted)

June 26

The Great Cake Walk

7:30pm

Community Center Parking Lot or Fire House in case of rain.

June 27

Registration

10:00am -3pm Fire House

** You must register to receive a dinner ticket **

Start the day of fun for the young and the young at heart Located at the Fire House

Pet Show

10:00am

With small household deomestic pets

Games

Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar

10:00am

Fire House (set up 8:00am)

Antique Car Show and

Fire Truck Display

11:00am

Fire House

The Second Annual Cass Parade

1:00pm

Magic Show

2:00pm

Puppet Show (following the Magic Show)

Community Center

Registration Table will Continue

4:00pm-6:20pm

Community Center

Crowing Ceremonies of the Queen and King

5:00pm

Community Center

7:00pm

Dance Live - Music

Bigger and Better

June 28

Church with Gospel Sing

10:00am

Cass Methodis Church Final Registration

11:00 -12 noon

Community Center

1:00pm

Buffet Dinner

* Don't forger to bring your dinner ticket or you will be charged \$5.00*

-Cass Scenic Railroad Memory—

by Sheriff Given Pop Good, Leonard Pardee & Curtin Lumber C in the olden days of logging. Also nearby is the former shop buildbes -fqlobneR-raladaW ant ni naad To the traveler who has never first flights of w

time of day by the way they Lumber Company, George blowed the whistle on Gum, Web Hollifield, the

Kellow Birch цован Sugar Maple Trees: Dominant -Summerlos aus so isisuos

Camden-on-Gauley, Web- rattles in its efforts to build ster Springs and all across up pressure steam, and or spilroad forward progress These are reminiscent of the hang-

beovines Scenic Railroad presence of dozens of tiny water-One interesting anomaly is the

of the pine family, spruce, yellow and red pine used by W.V. Pulo and Paper enic Railread crosses it. -28 arth bine agenties avode sasts White the Greenbrier Limitation

engineers of Mowery Lumber Compuny of Case could almost tell you the

Bod engines, belonging to logging companies located throughout WV. The Cheery River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

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	Youth and C.C.C.'s Page 9
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Cauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Springs with George lackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen.

the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

engineer had his own way

of blowing the whistle for

railroad crossings, cows on

the railroad tracks, as they

passed their girlfriend's

house, and a super whistle

as they passed grandma's or

The steam locomotive.

grandpa's house.

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shav and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train fir ally

Continued On Page 3

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

vielded to airports and super highways. Cass revives memories of steam railroad transportation. The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

grind, the wheels grab the

trucks, and it was to

Clarksburg, Richwood.

Holly Junction or Webster

Springs, Seventy-five years,

ago, this sort of scene was

commonplace, steam

engines were everywhere,

passenger trains, log trains,

coal trains, branch lines, on

schedule, carrying Kansas

wheat, coal, lumber and

excursions to ball games,

world fairs, inaugurations

of presidents, governors,

state and other events. So,

Cass Scenic Railroad still

carries sounds, scents and

sights of steam powered

transportation which has

pistons throb, the gears Company Company of Covingion, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Chest Mountain, A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffer's town of old spruce and new spruce, and

> Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909. 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north is mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 16 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14

Early Passenger Train Service

The Cass (West Virginia) Scenic Railroad

January & 1900

Lam most grandul to Mr. Warren E. Blackburst, lifetime resident of Care and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood." "Sewdust in Your Eyes", and soon another "Of Men and Mighey Mountain". At the present he is semiretired and his the announcer on the Cass Scenic Kailroad and coperages a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Black hurst and

the good people of Cass. The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and bosso immedistely to mow down auture's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10hour shift would saw 250 td., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big. shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for boardand room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric. all was considered a part of the rent. During peak production, it mok twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shav No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13.

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today-Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs. long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal. build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them). grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts.

suspenders, a log dump

with real logs about onehalf mile from camp close to the railroad. You must have a siding with the original log cars—some loaded-some half loaded. to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute

audition each day. The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this rathroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its

Cont

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tailer

train

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19

best.

Cass, like Tioga, Diana Bergoo, Holly Junction. Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron. and now Governor Smith. is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. lt must be original and something worthy to

Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

and soon another "Of Men house. and Mighty Mountain". At the present he is semiretired and his the announcer on the Cass which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Black hurst and the good people of Cass.

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where you could buy I am most grantful to Mr. anything from a tooth pick Warnen E. Black hurst, to a piece for Shay engine, a lifetime resident of Cass good school, church, and and teacher of English and in the winter time, ice Lann in Green Bank High skating on the mill pond. School for the past 32. The big attraction was the years, also author of daily passenger train and Riders of the Flood," who the strangers might be "Sewdust in Your Eyes", at the company boarding

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Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30foot-long table with gallon buckets of mclasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes. stagged pants, John Ritchie green and black or red and black checkered shirts,

suspenders, a log dump

with real logs about onehalf mile from camp close to the railroad. You must have a siding with the original log cars-some loaded-some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute

audition each day. The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Soruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its Contin

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Cass, like Tioga, Diana, Bergoo, Holly Junction. Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron. and now Governor Smith. is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting bot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and something worthy to

Welcome to

Pocahontas County and S Manu Attractions

hour shift would now 250 rd., feer and required 3,000 men to operate, including 12 Sher engines, and shops, company store in the world, capacity 13 two camps and call them

mill, the run from Spruce dayingst in the winter to Case was approximately 12 miles on 11-per cent grade, run daily by Shay several usiles of track, No. 12, 190-non, considerstreets log louders, big ed the biggest Shay engine original logging camp to

before going to work harvesting the tall virgin spruce.

Why not restore the

lines, I-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts. suspenders, a loc dump

Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. Is must be original and something worthy to attract the tourist dollar.

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PALLS OF HILLS CREEK

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in sur codes as early stopen numbers course from this tract is mores kindson as the tiron Wedge, in as for years, finally I, and is now a part of errorsal Forest locatrod ff State Route 250 lavoneer fire tower hold in reserve for No states' menture all lits.

like Tanga, Diseas, Holly Junction. e. Three Forks, and River, weekded to ion or lack of the West Virginia ure, under the of W.W. Berroon. Governor Smith. to give the Town w life with an old ic rathroad. Last 00 people plus cians, took the trip through the ks getting hot their hair. The lay engines, new given hope to a m. The Cass ailroad fully to the original egging stuch as amp No. 5 or he the biggest raction West ever known. It original and WOLLDY TO

Cass Scenic Railroad Memory

Continued From Page 1 dwardled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shirt per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for junk and the town suffered

massive unemployment. Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12½ miles of, steam

steal and the greatest and

best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 34 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company). the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 121/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Oovernor, Jim Comatock, J.C. Crulkshanks, and a number of legislators, about a week before the purchase from Midwest lunk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimere for the biggest Shav in the world: the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work

The Cass Showcase, a

the Showcase has returned Shay engines, and the #3 Hysler, cruising speed

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV. and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

10x40 scale model of the town (complete with scale trains) as it appeared in its beyday, with a 20-minute

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet-a grade of 2% is

standard for t A trip on th Railroad, a museum, th the railroad cinders, the on top of C the sweater will be a gr the future.

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Cass Scenic Rai Dinner Train S

Cass Scenic Railroad has announced the schedule and \$15 for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered lune 17. July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

FAR

Whittaker Station Bald Knob

Ticket includes admission

Whittaker Station Bald Knob No group rates

> SPECIAL SA NIGHT TRA

fourth round of their championship fight at

Cheat Mountain. The floods of 1985

destroyed the railroad

season, farmers could be seen plowing, planting or harvesting from spring

nory

ween Cass and Durbin. e amateur politicians of V let the railroad from rbin to Cheat Junction ish as well as the stern-Maryland raild from Elkins to sons, Thomas and is. The politicians of never did have any range planning. All the oads in WV are ntial scenic railroad ctions. The railroad in town of Webster gs to Bergoo and Slaty would be an excellent railroad for WV. business boom or reof business for

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Class Silversycaux, a scale model of the computers worth scale s it appeared in its

promoting Superstand ex-

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet-a grade of 2% is standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot-it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride

to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA

FARES

Whittaker Station Adult \$8.00; Child \$4.00 Build Knob Adult \$11.00; Child \$5.00

Children under 6 free

Deathors Adult \$7.00; Child \$3.50 build Knob Adult \$10.00; Child \$4.50 No group rates on weekends

SPECIAL SATURDAY

use, through Old Spruce to Build Knob. It was a tenl steal and the greatest and best buy West Virginia

was with the 90 ton #1 program in 1961, with Per-

Vaily Burton, the Governor, Jim Comstock, I.C. Cruikshanks, and a number of legislators, about a week before the

years, had informed the Americal Loren and all of in the switchbacks and steep grades on the real

Cheat Mountain. The floods of 1985

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tight people.
The Cass Showcase, a 10x40 water model of the troop (peoples with scale

alide narration; what time has taken away from Cass. the Showcase has returned.

Shay engines, and the #5 Hysler, cruising speed

GROUP RATES Minimum 15 Persons

Whittaker Stration

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Museum, Historical Museum

Whittaker Station Adult \$7.00; Child \$3.50 Bald Knob Adult \$10.00; Child \$4.50 No group rates on weekends

PARES

SPECIAL SATURDAY NIGHT TRAIN RIDES

CALL WYA

Includes: West Virginia Barbecue Live Entertainment Train Ride

> June 10 and 17 July 1, 15 and 29 August 5 and 19 September 2

BY RESERVATIONS ONLY Adult \$22.00

SPECIAL TRAINS SENIOR TRAIN -September 9 \$13.00

HALLOWEEN TRAIN - October 28 Adults \$10: Children \$5.00



Midland Railroad

Continued From Page 1 The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Emie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohic, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who go: \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City: a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall. On June 20, 1925, with

many guests there with the

famed hotel open for

summer, a fire originated in

the south wing, quickly

reduced the famed hotel to

ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly lunction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

HORSE and: a telephonoments ** 58* 100 (6)8/12 200 A THEFT Cumberland. MANAGEMENT MATERIAL In 1929 ld, John MANUFACTE. Mailly DESCRIP sometic: Clumen. The a legend would be SPERCH. BECOME

The Old Cherry River Boom And Lumber Company

April 21, 1965

Now does one being back insmovies of legging these when power saws. were unknown, when woodhicks "Sick George" a form of souff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and soiff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood: where food was considered toes in evaluating whether they would go to work at Jog came No. 29 or 53. Yes, reemonies such as these are cherished by few today. My comments for this story



Webster County man, Mr. George Gumm, a proud refined railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tunbark rack cars-they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The

shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge-the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Burnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still

Rod Engines were used to survive and a few train wrecks are still vivid. Eltie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run ¼ mile, wrecked and killed Frachier Adams, engineer loe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river. or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroadshops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new names-Billy Hawks, trainmaster: loe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

available supply.

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you chear

him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills. although George Gumm. on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school. church, big store and about 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Stables

Pool

Year 'Round Enjoyment

Skiing .

Fishing •

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

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This story is intended to cover the operation of the Parder Curtin Lumber Company. To properly do. this, one must tell of the first lumbering operations in Webster County. carried on by Smith and

Cilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

began operations in operation from 1888 to Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during General Curtin also Curtin's first major

approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County. however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Hines, all still living.) 1 Virginia-Pittsburgh Railtoad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with and 'erryville, WV.

terminals at Three Forks Another mill of importance was built at Arcola 55

years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for

information pertaining to

railroad engines and

loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie

expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Stremore, brakeman. hit a cow and the engine and five loads of logs landed in Holly River. Yes. there is a lot to the Diana story, but it's tough to thread the needle and assemble.

> Skyles, near the Bracton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacen. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently-from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scence of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full Continued On Page 6

Cherry River Boom And Lumber Company Erie, ¼ yards shovel or

Continued From Page 4 Gauley and Cherry Rivers moved lock, stock and burrel to Jerryville. Gauley Mills had faded away with the flood of 1932-their beidge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappear-

The year 1943, during World War II saw Charley Budgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the

railroad to see that it was properly greased and staved two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4. 1954. It was a steam

ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at lerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following. Earl Webster, Richwood, retired shop man: Ray Bryon, engineer, Richwood: Walter Straton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

· CI FAN

Pardee And Curtin Lumber Railroad

Continued From Page 5 Wagey, now living in Charleston, WV. The elder Wagey logged 10 thousand acres on Muscuri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossthe without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging. Shay engines, actual life and living conditions in the rugged days of early sawmill

operations. In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Branton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, brekning a log dam Company lost two million feet of logs. These logs were

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The year 1900 saw Curtin move to Nicholas and gathered the logs for the mills. At Curtin, mills, located at Hominy Falls, Coal Siding, and Siding, the band mills were Curtin This operation was cutting away daily, each

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood. the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

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The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas

County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of

Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the lossing makery with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer.

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with lke Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3.664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

Wall It Street Outen p belo buy and inscall a ad their first hand mill in

and several miles of track and stories that seem came 12 railroad engines With the new operations railroad transportation MEN CER IN DISTORY GRAD to last 28 years. This was a intalistic today. Coal Siding, and This operation was located at Horsen 100 three bunc

muday mywhere pauge railroad history that used for laying or taking up No. 6, a Climax. The No. 1 small Shay (25 tons) was ingines and No. 8a Heisler operation ran with 10 Shay history. The Nicholas nwor Anglers Creek and at Bergoo, was employed Plen Wilson, still living General Curtin This made narrow ore else in West through Curtin as importan

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Well, near Summersville, The railroad, in Deep during the Curtin operahours. This record stands, as a legend of history, as the logs for a few days, and one day the Hominy Falls Mill out 78,000 feet in 10 most cut in any one day

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Webster Springs awaiting the completion of the third rail of webster Springs This delayed a Maryland Railroad so the the laying of steel, was engine, used exclusively for Diana to get the No. stayed in Palmer as long as ten years. The fall of 1928 Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was George King journey to saw Flem Wilson and about. Some of the engines something to be talked Palmer, in Braxton County. The journey from B&O car for shipmen: to engines were run on the gauge track and the Shay car was built with a narrow A special B&O Railroad few days in Western

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one major portion of the room for a lumber stack. A John T. Alcock of New York serving as broker and England and France, with boss with Windy Rose on France as paneling. featuring wide poplar boards used in England and VOU. The lumberyard was so full Duckworth on the other Sox Riley was the mill side and Harry could hardly bind

retired when he was called sunny California, and Chalmers, was formerly with Allisrebuilt. Mr. Corking, who draiting, the mill was A.W. Corkin, with the daybreak in April 1941 help of Shorty Reese through the efforts of (unknown day). The, mill burned at as 76, from By 1942

United States.

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\$200,000 monthly from estimated payroll of time, there was 1931 to 1947, of 2,697,772 tons. At one considered Bergoo, had a Leatherwood, which is pensions. Bergoo No. 3 01

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\$1.50) applies to many other items, and the cigarettes for \$2.00 could get it cheap enough same as cash. worthy purpose. They used medicine or any other way for the miners to get furniture, and gas. It was a bought means, groceries company store and they It went right back to the ity. About everybody in advantage of the opportunsharptes down town took legal tender. purpose on Elk River as Barton and scrip played the to play poker at Bergoo and The old scrip story (buy It Between per

until retirement. They had running the Curtin store manager, buying and to Webster County as store town of Webster Springs, salesman. In 1927 he came Curtin-first as a lumber has worked a lifetime for Continued On Page 11 Mr. Orkney, from our Pardee And Curtin Lumber Railroad

Continued From Page 5 Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

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The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No.3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

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General Curtin, remains in the minds of many yet

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Bergoo. A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Ratiroad, was something to be talked alread. Some of the engines stayed in Palmer as long as ton yours. The full of 1928 saw Flore Widson and Cleange King journey to Dinna to get the No. 1

engine, the first to arrive in

However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Akock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of commi

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

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to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Marsland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads,

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The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of mate comporation.

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the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many

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Parcoal, or Bergoo No.

1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime sommage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pander Currin home office. is now located there as well as an all electric sawmill. A meter portion of the coal Company houses are owned by andisoducts and a large percentage of the popula-SIGN THOSE MICHE ROY DESIGNATE industry or survine on PATRICION.

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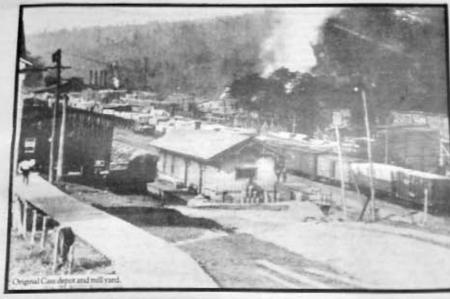
Barton or Bergoo No. 2, from 1930 to 1954. produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

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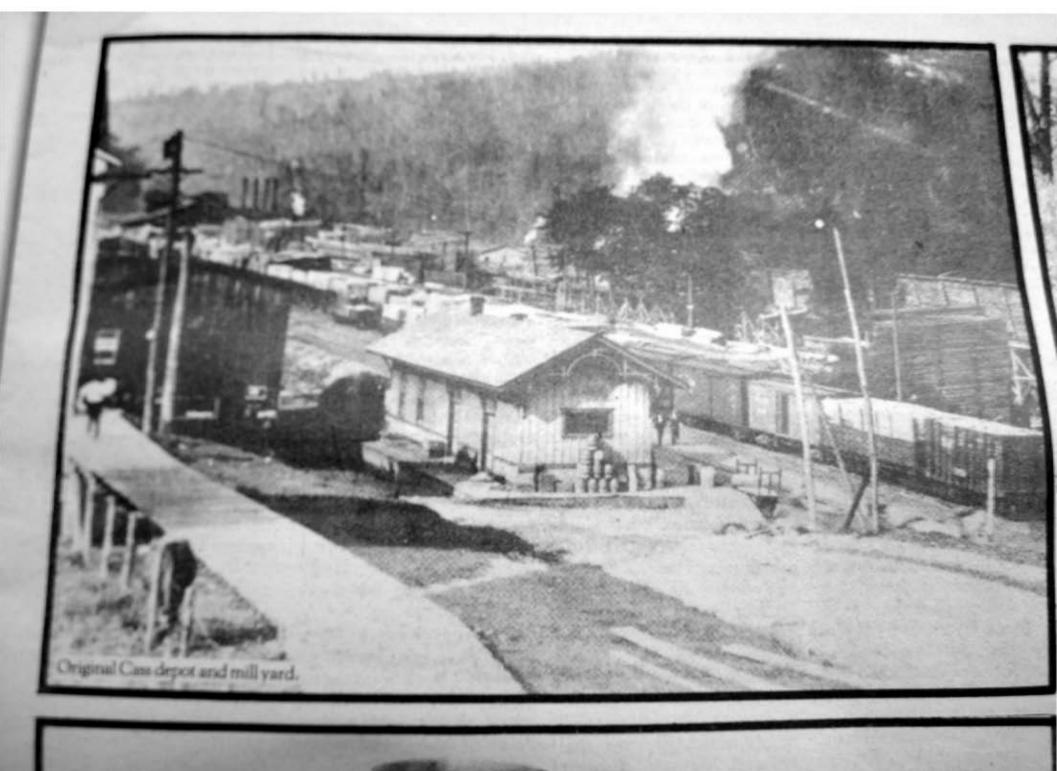


The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.

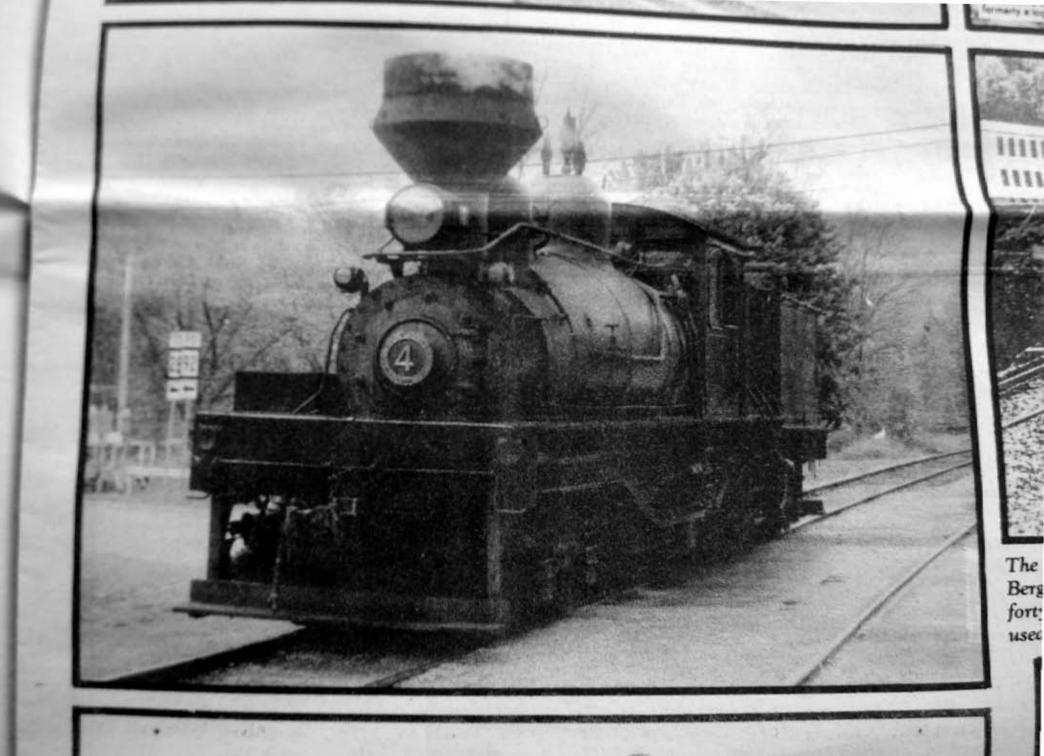




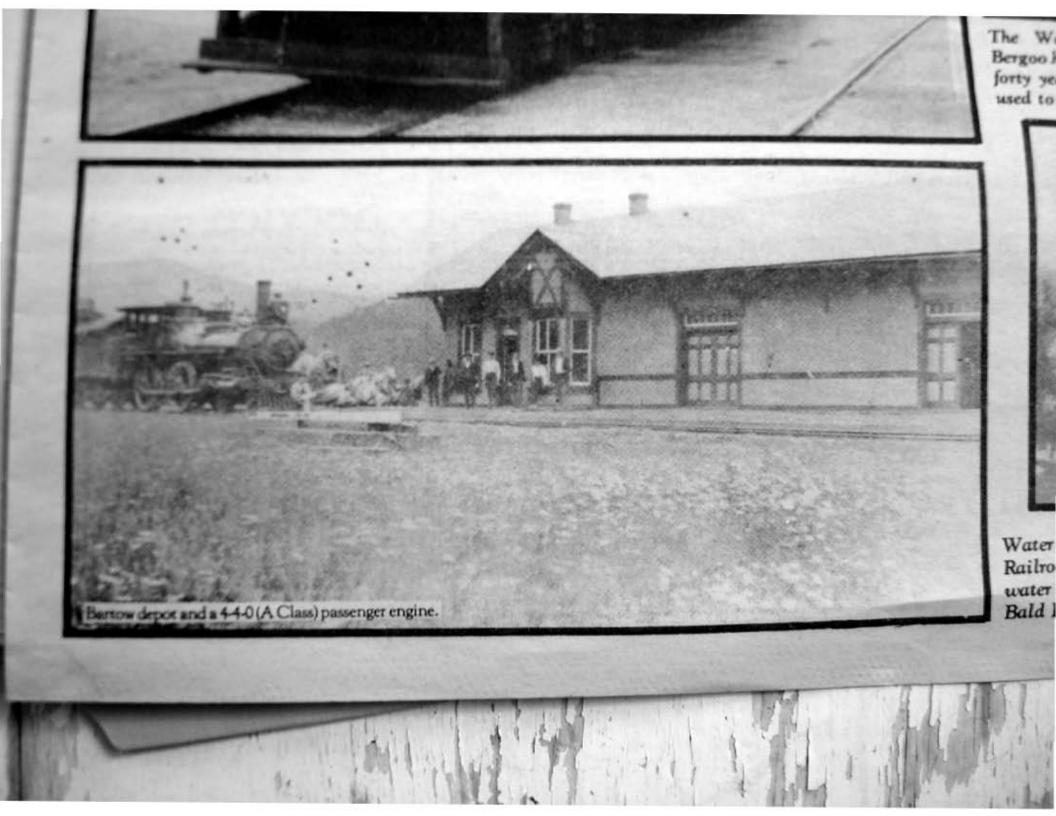
Water tank in the lower end of the Cass Scenic Railroad yards are where the stoom engine takes water before departing to Whittaker Station and Bald Knob.







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Water tank in the lower end of the Cass Scenic Bailroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob. Engine No. 4 approaches the Gum Field pionic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formarly a logging railroad.



The Western Maryland Railroad Bridge at Bergon has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Paul G. Thayer

Paul G. Thaser, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for amail women's garters to hold the sleeves up on his shire and his blue railroad handkerchief went around his neck twice, his railroad can tipped his evebrows. He looked like a midget work made him one of the

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is with a circus. His something to remember. determination and hard "He started from Buckhannon to Pickens in a 1941 best railroad engineers to Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the freman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul

World War II. Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Richwood, Williams and Gauley Rivers, Grafton

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and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thaver wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken ail and we derailed 18 hoppers of coal. Everybody remembers the bridge

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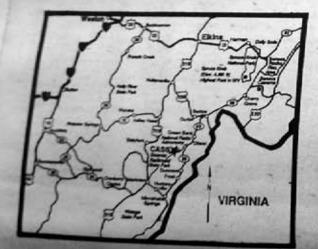
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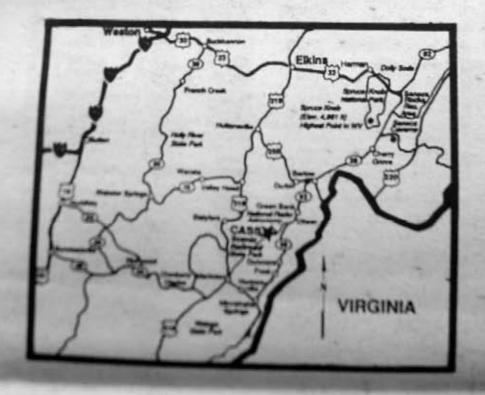
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My political curver has twen filled with daugles. studen, and boo-boos. Sometimes we learn from sty men-elected, as well as ster elected. Dick Benson. she popular air pilot and num time State Senator has had a smoke and is real sack at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same mun that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting orocinct with 3 cans of ballots and 780 voters. no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners. moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate at for 4 years

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an alltime high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants or Haired Legislature rig tag roses, over faded

checkerboard John Ritchie shirts, etc. Out of this 10day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV

in Charleston, five nights weekly that covered Kanawha, Putram, parts of Clay, Fayette and Boone, I have a TV library, VHS and Beta, thirty-six 30minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest loc

discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

La company of the second of th

lobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

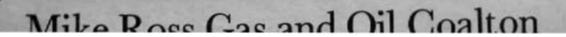
politically is simple and national economic security veteran's benefits. system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung. food stamps, social

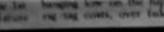
labor contracts, etc. Congress being themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars. congressional benefits. junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never

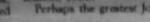
The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

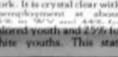
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Mike Ross Gas and Oil Coalton



If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling. Mike Ross

Buckhannon, WV 26201 (304) 472-1110

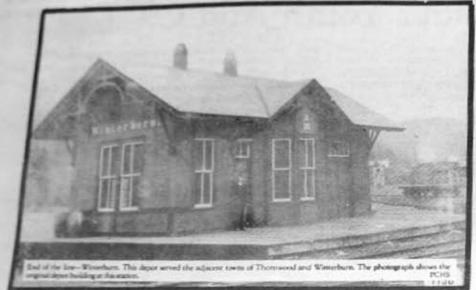


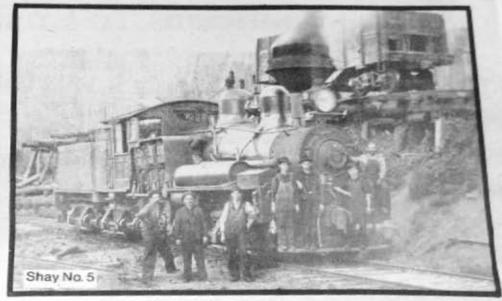
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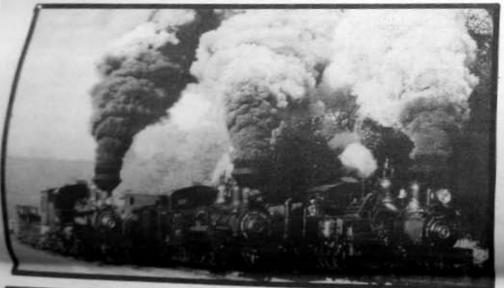


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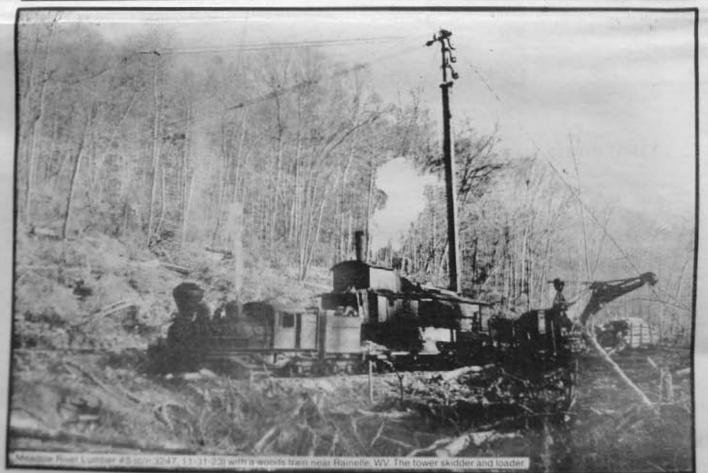




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Coldest And Highest

Having spent part of the part two moinths in Cass, for and on occasions along time our from work agains the front porch of all Company Store, which at one time was one of the bissers in the state and kept about anything you wanted, one hears the shuffe of old No. 4 Shay engine, purchased from Birch Valley Lumber Company, Toog, WV and now used at Cass as a remembrance of old logong days and as an excursion train for people from all over the U.S. and foreign countries. At the foreign countries. At the foreign countries. At the present time, old No 4 erves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay which recently engine, which recently vesited the Mountain State visited the Mountain State
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We are proud Curtin We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all salks of life I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health

P.S. Put a copy of this sniey in the artic or under the bed, and forger all the mistakes. I write once a work and perfection is a

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5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens their conditions about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three kept

days it we up 16 de sembles on the second floor of the becaling lesse. Mr. Good told me that they not use and three railroad engines regether to plow the snow of the tracks. Mr. Good ran the land engine and the snow came in the window of the engine so buildy they had to stop and showel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Ekms. The did run out of a lot of thems to est and had to hake biscuits three times a day, it was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bester. men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all rade it out in fine shape.

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A Trip To Bald Knob

embbed my but and coar and headed down through Randelph, Pendleton, Grant, Hardy, Hamphire, and Jefferson countries toward Baltimore in talk with a Mr. Lillac, vice president of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Sauce, to Ekuns, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of become a reality instead of a dream. West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Lilia I talked with Mr. Liliac, who gave no only little encouragement, however, be did listen to my story, and agreed to let un take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

to Sinty Fork, to Speace. We were honoured to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who Senstor Mr. Carl Cainer, who is also Senste Chairman of the Natural Contributed of the Natural Resources Committee, and Mr. Bole Phillips, bis Republican opponent for the upcoming election on November 3, 1970. The young, congetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and be is a as photographer, and he is a real good one. His prenare, on this trip, will be a credit to Websiter County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an condove of Virginia, an employee of im Comstock's and the 'Hillbilly'. This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8





Coldest And Highest

Having spent part of the past two months in Cass, taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently wisited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Shay No. 5 and No. 1 are two of the original engines left from the Mower Lamber Company, Numter 5 is in operation and No. 1 is being completely owerhausied and will be needy for service by June of 1967. Disay No. 1 was the last angine to Bald Knob in 1960 with Wally Exerton and other state officials

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Pardee-Curtin Lumber

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It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left Webster County should have been taxed by the ton and board feet. The population at Bergoo, No. 4, and Barson and Parcoal were good people, who workedhard for a livelihoused. It is a sharme they had to leave the state of West

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We are proud Curtin sent us Grant Winkler. who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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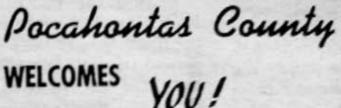
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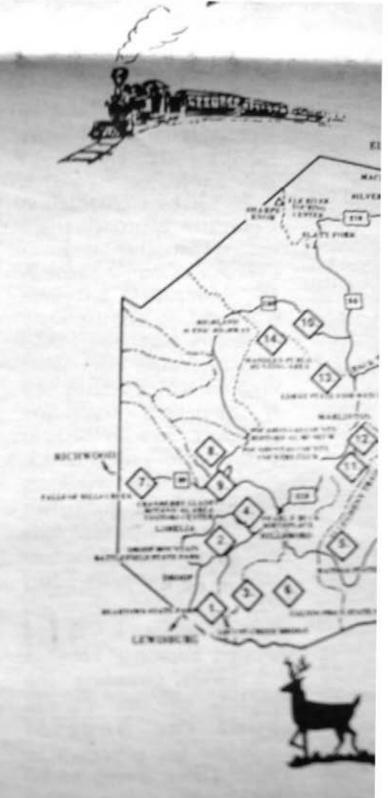
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was an enjoyable place to railroad workers to relax assemble history of storms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the country were sidelined in Webster Springs from 2 to

December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started smawing at 6 a.m.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three





nas up to tin on the second the boarding fr. Good told me put two and three ngines together to snow off the we and the snow e window of the hadly they had to shovel the snow cab. Mrs. Good furing the snow y always had connections s. The did run of items to eat bake biscuits a day. It was an of a lifetime. d bed room for smack with 20, omen, and had he bottom of food. It lasted sk and they all in fine shape. k gam the front and Company the Mower BURNELLY CLORENCES f second. How e appreciated CHOLDE TOWARDS TOR IC HE WHITE EXCHANGE. ST SHEET CHARLES THE and where word KIN, HE SHIPPING IN and highest Wingsmin.

A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr. Liliac, vice president of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

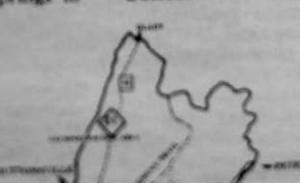
I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer. who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the of Mr. Phillip services Bagdon of Alexandria, Virginia, an employee of lim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper He was highly man. Continued On Page 8

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by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8



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attraction, a always loaded from throughood States, is a few wonder. As shay relic of almost stalls proach the in the Cast ad Tout, all ences a thrill; the engineer tomers and every day, a show, a a few hot d up to a

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POCAHOVIAS SUPPLY

The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a Virginia tags and they were state cars—probably some political parasite sponging less a homecoming among the friendly people who migrated to the South Valley is one of the great farming regions of West Virginia. The poultry 0000

A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation-providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photogracificats.

The Department of Natural Resources was courseous enough to lend a helping hand. One of their old, International, beat up trucks packed us up at Sprace for the journey, 1.2 miles over the old dishanded railroad of the Mourry Lumber Com-

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent. or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utter-Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Philip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



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August 14, 19
During the launching and contracting busing period of years have the mem elephant, the lob, and the dream with hope a that

first full time job.

Mr. E.O. Parker, a good looking. young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking. conscientious, railroad main. who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy

tourists seeking photo-

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking the Rock Spectacular and hald Knob sign hanging to the locust trees some rmenty feet in the air (put there one Saturday evening "Sheriff" Givein and brother, R.K. Given and Par Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some roung architect, employed by Orief and Daily. It was a monument of grief in contenuation, a paramount of beauty for the tourist.

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You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No. ohe man can do anything without the help of the people...I ask your help!

Sincerely, D.P. "Sheriff" Given

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Asking Politicians To

brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

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Asking Politicians To Consider Youth-CCC's

are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have

This year, 1985, has seen Siberiff Given attending CCC reunions, talking, writing, bugging for the CCC's and unimplied d

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences.

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment. requested plasterer Branch Virginia, of nati splendor of my li which h broken, with a br had bee thing in been tr West V through and Da opinion about candidate 1964. T consider the Demo jumping with no ions as Republic Arch M Underw Blackwat of my and as I restaurat facilities lot, I th Blackwa enjoyed b United sported r

The South Branch Valley Of West Virginia

August 14, 1963

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During the process of launching and running a contracting business over a extind of years, one must have the memory of an elephant, the courage of lob, and the desire to dream with imaginary hopes that he can eventually accomplish something for the wellbeing of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars-probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.

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(WASHING COURSE MESSAGE ial Hospital), I was requested to recruit some planterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor aniendors. So with the help of my little yellow truck which has the windows broken. I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through West Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West

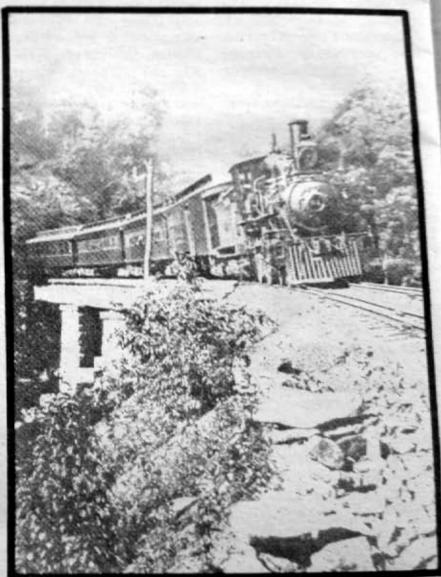
during deer season and there seemed to be a tent petched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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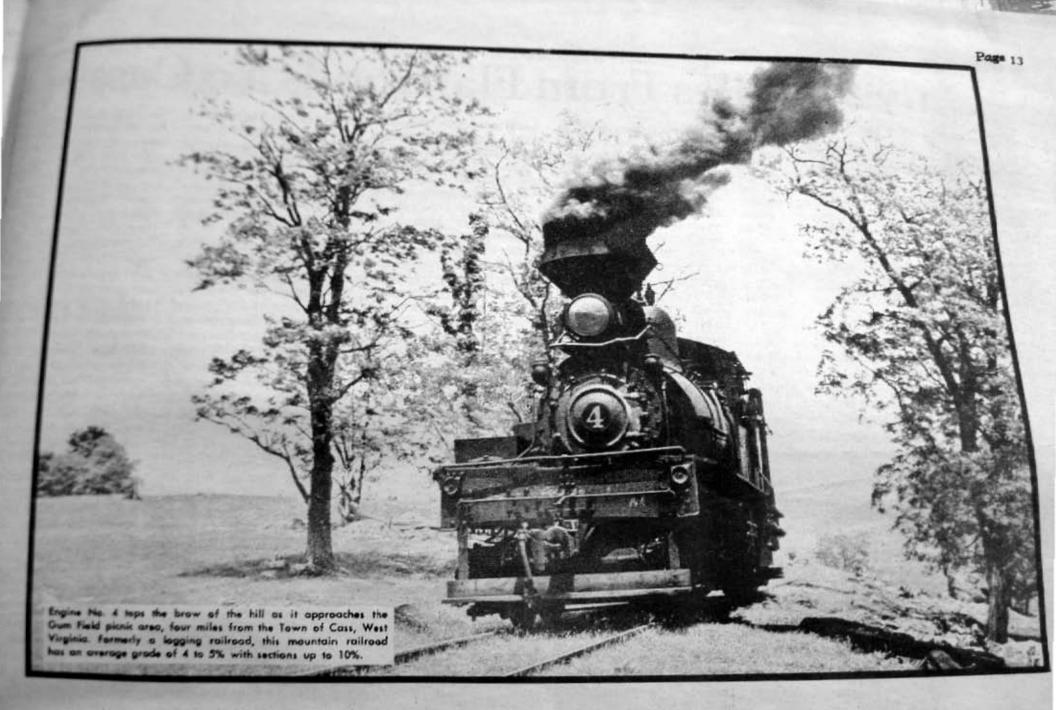
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South Branch Valley Of West Virginia



What A Ride!

It Commonths of hard Airy three miles to Slaty ready for our

What A Ride!

May 4, for the tailend of a ex making main rade engine horrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return mp from Slaty Fork by way of Chest Junction to Durbin and the interchange as the Chesapeake and Obso Railroad and our final destination-Cass. with their famous switchbacks and 1252 miles of steep grades and unequaled exol summertime weather. caves and outstanding

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completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell-a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40). civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music

cloud of smoke and steam.

our (amous water.) A seven

people. Six months of hard work was made into reality.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. continued up Elk across the Pocahontas County line and headed across Mt.

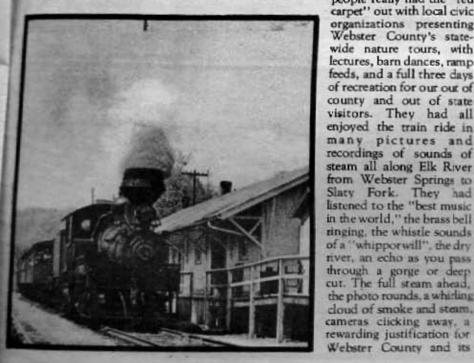
Airy, three miles to Slaty Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6. snorting, smoking, and steaming. They are shifting

to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop

at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.





Virginia. Formerly a logging railroad, this mauntain railroad has an average grade of 4 to 5% with sections up to 10%.

I wave Webster Springs May 4, for the tailend of a secory making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return min from Slaty Fork by way of Cheat Junction to Durbin and the interchange so the Chesapeake and Obio Railroad and our final destination-Cass, with their famous switchbacks and 12½ miles of steep grades and unequaled most summertime weather, caves and outstanding

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The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the "Salt Sulphur Special"."

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What A Ride!

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people. Six months of hard work was made into reality.

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say, "Welcome aboard the 'Salt Sulphur Special'."



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-Only 86 Miles From Flatwoods To Cass-

Continued From Page 1 like Rinke's Believe it or Not. Logging, mucking and assempling is the chief subsect. It is the social gathering place for farmers selling ninber. Sometimes they go back to the horse and buggy days, cross cut saws, homes instead of bull desers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking. honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbine' Auction House. They gather every Saturday night at 7 p.m. from five counties in WV. Upshur, Lewis. Braxton. Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful marcon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful wellkept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer. logging contractor and a great step on the WV Midland Railroad narrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950--home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 11/2 miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for biggame hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office. opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around. come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches. Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company a well known lumber and coal town. You continue

across Point Mountain.

always fresh air, fog and

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Continued On Page 15



Grafton





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_Only 86 Miles F

Continued From Page 1 like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull docers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton County's yearly he the upper airport, you Hill Road County's oon, shellhealth cer pass the N Methodist top entrar with four t benches, t kept ceme grove, a g country journey Newville Tom G logging (great ste Midland



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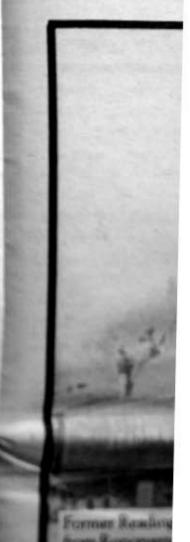
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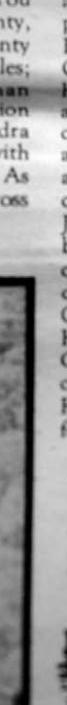
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Only 86 Miles To Cass

Continued From Page 14
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You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9. 4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn. 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road. secondary 11/2 miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from

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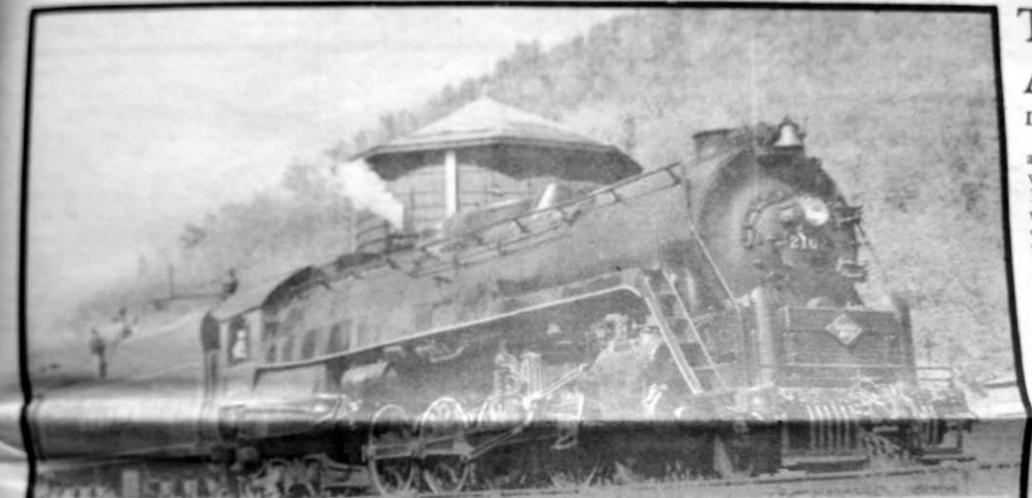
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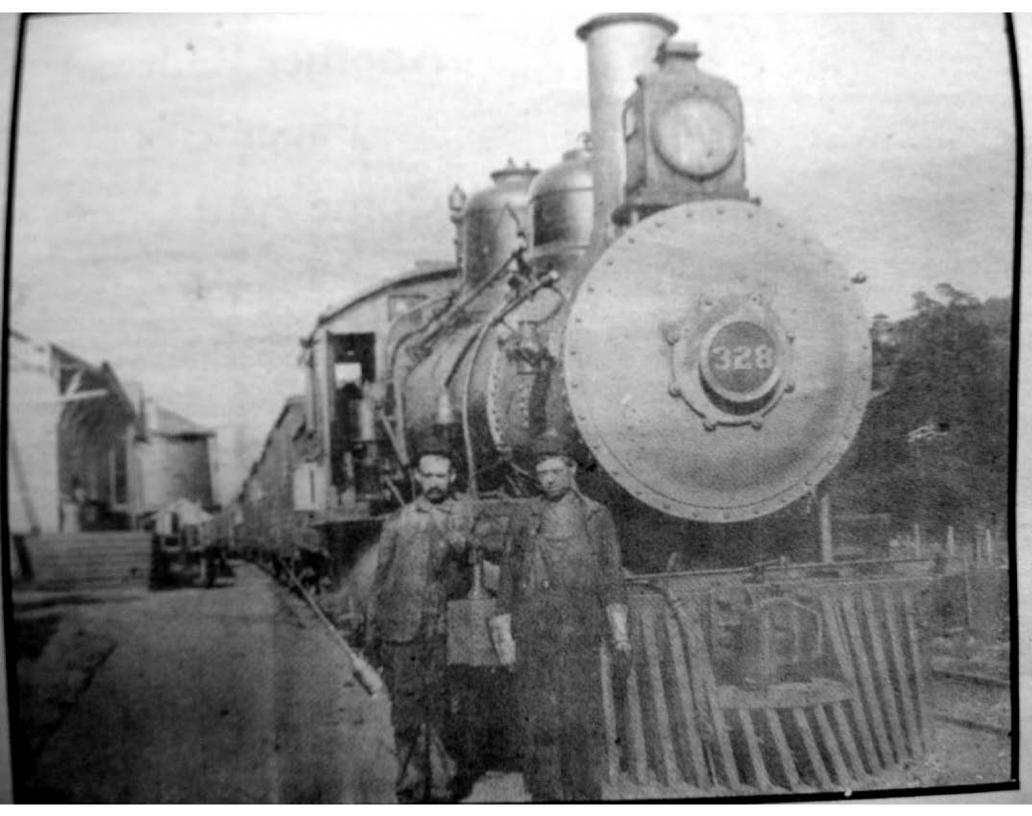
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239 and Science regions; 10:12 horses in a field information appears in this page the Valley Head which belongs to the 152- paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Ronorverse to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker



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office attrong, about the size of a can of souff, 3 for 10 cents) left from my father's gemeral store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. knew which one used beech-eur, Mail Pouch or brown's Moule and each woman who used mulf and how they trusted me with their amost orders. They knew I wouldn't tell amyone cline how much they used or what kind

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Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland. Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whitbang around in a mate of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed I think I'll get a wig-my buld head get cold during winter.

Women west starp

really enjoyed the farmers. I knew which one used Beech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer-to take his eggs, ginseng, Mayappleyou bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Seturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the hoese's tail to make sure they got a good start, never dreaming that someday

around in a maze of groceries, filling your cart as you go everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head get cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Shereff Buen 15091448. V.8 90 an Force Europen Frote 386Bet, Sp. 50 fords, England, France, Gerney Im, De 1941 to na, 1946 sall) water lawn, Webster Springs, W.Ch. Printed Jone 20, 1989. W. Va's 126 Birchdory

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SMONS

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This is the family of H. F. and S. R. Given. You Given, this writer being on my mother's lap. The may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

others are my brothers and sisters.

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Another road sou distincti printed at Press tim gone, who and what this the historical company railroad Virginia

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you a d paper b



Another Railroad Paper Has Come And Gone

Another all-time railroad souvenier of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26/200. Remember a \$15 donation will bring you a dozen copies of this paper by synam mail. My

phone number is 847-5841.

ul pasodxa

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your ome library, Bible, or attic. It could be useful in the years ahead.

Thanks, Sheriff Given

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Another Railroad
Paper Has
Come And Gone

Another all-time rail- phone number is 847-

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A remain of East Cass - once a wild and wooly "logpers" interfarement zone" - remained until the 1985 food. This 1975 view of the business district was taken from the west end of the bridge looking towards the original 90 degree curve.



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The Alpha Hotel, shown "long after-the-fact" in 1968, was one of many establishments that catered to an oten rough and reckless woodhick clientele whose sole purpose in town was to blow her in. Originally the Central Hotel and last known as "Eelle's Place" – this shucture – faced the bridge at the 90-degree turn.

Naw in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate in Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with afficial rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Division of Natural Resources is an equal appartunity employer."

Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property—as well as the plant itself—fell into the hands of an off-shoot organization. Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation—and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1964; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons: 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Turnuit On The Mourtains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992 Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The fown in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound a saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the lown's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

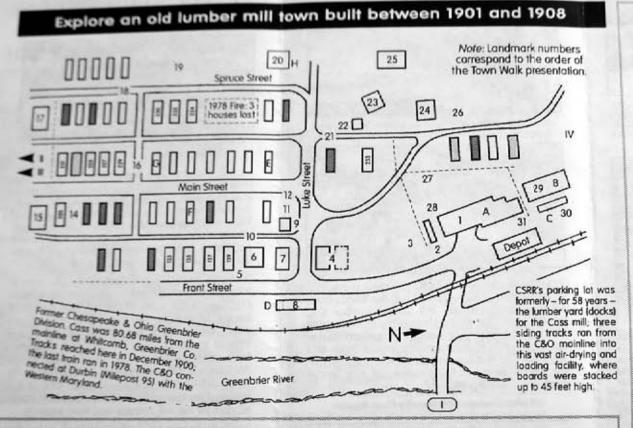
The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., baught 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture — The West Virginia Spruce Lumber Co. — for the site of its mill, town and operating base. Nine years hence, WYSLbrCo was absorbed by Pulp & Paper.' in 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a lock, stock and barrel deal for the mill, railroad and land holdings.

Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who said his paper mill to the Luke arganization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WYP&PCo.

Cass Scenic Railroad State Park
Cass, West Virginia

Varsion 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

A Former Company Store Complex Cass County Store (State Park Gift Shop), The Last Run Restaurant, Pocahontas County Toursm Commission Info Stand, Cass Wildlife Museum, Cass Historical Museum

B. Cass Showcase
C. Country Craft Junction
D. Letty's Barber Shop
E. Something Special, Ltd.

F. Bear Essentials Tea & Spice Shoppe

G. Westvaco Forestry House Exhibit H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

- Pocahontas Supply Company
 S.B. Nethkin Co. Meat Market (now Post Office)
- Original company office building site
 Cass Hotel / Mountain Inn / Town Shop
- 5. Front Row (no street until 1925-25)
- First church (now Community Center)
 Masonic Building
- Latter-era company garage
 City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
- 10. Lower Alley (missing many structures)
 - 11. The Pen ('milking cow jail')
 12. Company garage site
- 13. 'Uptown Cass' Luke Street to south enc of Company Property (just right of #15 on map); 'labor force' family residences
- 14. Site of first schoolhouse [1901-1908]
- Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
- 16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
- 17. Methodist Episcopal South Church (1927)
- 18. Spruce Street 'The 'Back Rows'
- Site of second schoolhouse (1908-1915)
 General Manager's residence, 1933-1960
 - 21. Ascent of Big Bug Hill
- Dr. Uriah Hannah's office, 1913-1943
 Doctor's home, 1902-1943
- 24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
 - 25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
 - 26. Horse barn stone foundation
 - 27. 'Aerial walkway' inexact replica
- 28. Site of S.B. Nethkin & Co. ice plant 29. Company hav and grain barn (1919)
- Company hay and grain barn (19)
 Company Store retail coal bins
 - 31. Retail coal scale shed
- East Cass 'logger's entertainment zone'
 (a.k.a. Brooklyn, Hell's Acre)
 II. 'Big School House' (built 1915-16)
- III. Slab Town company section dwellings for subsidiary's extract plant, 1914-1925
- Bohunk Hill once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War 1 corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase). rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Dhisson of Natural Resources is an equal appartunity employer." CUSS SCEINC NUMBERS STORE FOR

Cass, West Virginia

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Late, great shop (1923-72)



Above: The second Cass shop in 1965 at age 42 Below: Five days after the May 23, 1972 fire



The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; if was too big to fit inside.

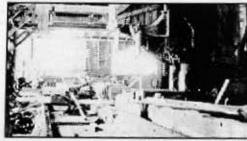
The 1922 blaze which leveled the band saw and planing miles significantly delayed completion of the new shap and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War 1 corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage lacility (today's Cass Shawcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the nuge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Booden

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is hankful not have 'bought the farm' by falling through a soft, rotted floor.

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To Use Facilities and Participate in Programs

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Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomofive Works), finally out after over 30 months of heavy repair, work has just started an a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the Top Of The Morning Tour and Behind-the-scenes Shop Tour, P.M. than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to This Week At Cass – available in brochure form at the depat ticket office – for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

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Cass Scenic Railroad State Park
Cass, West Virginia

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Sawdust in Yours Eyes; W.E. Blackhurst (a novel),
McClain Publishing Co., Parsons; 5th printing, 1993

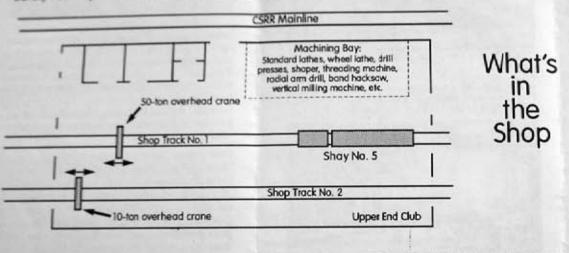
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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



Active Power

Shey No. 2 (o'n 3320, 1928). Pacific Coast Model - 96 tons"; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

Cass Scenic Railroad State Park

for many years as vice-president of WVP&PCo. Sallon in 1899, Cass (1868-1938) went on to serve Tumult On The Mountains: Lumbanng in West Company Town, George Dalke, Cass; 1969 Cass: A Brief History And Guide To A Lumber Parsons; 2nd printing, 1994 Roy B. Clarkson, McClain Publishing Co., On Beyond Leatherbark The Cass Sage;

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The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Helsler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Kncb inaugural Weekend (May 1968); out-ofservice since June 1995; needs a new boiler.

Shay No. 36. (c/n 2804, 1916). 70 tons"; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons"; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons"; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which enced Durbin Runs, it was ideal candidate as the water level route's future power.

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Statement of Policy Regarding The Equal Opportunity amongs of a statistics and Participate in Programs

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^{*} Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).



Photo by Philip Bogstor

The most provider addition to park program efferings, the Top Of The Morning Four, affords a visit to the repair shops and dead line followed by the opportunity to waith trains being prepared. Since 1963, this time of day has been a favorite among railfans. Prepresentative of the action, Heisler No. 6 steams—and amokes — It up back in 1971.



1922 view various callections

Now in as seventh year, the Cass Town Walk's popularly continues to grow. This season's guide, Philip Beadon, was bitten by the Cass history bug back in 1945 on his second was to the CSRR and has been decidening myth from reality ever since; his grasp of the true history is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate in Programs

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

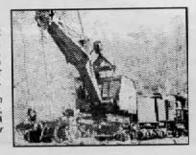


Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR — to Whittaker Station, site of the new Whittaker Camp No. I display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

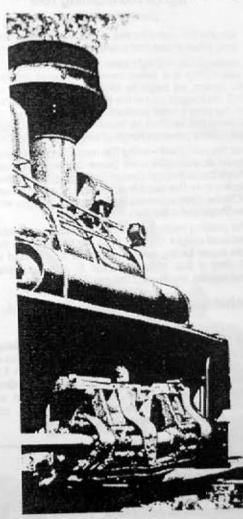
Diese log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Where History Comes Alive!

This Week At Cass



Free Supplementary Programs Cass Scenic Railroad State Park September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9-00 - Fri. Sat. Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for senice, we begin by taking a look at the lumber mill, an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

into the yard itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

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After peeking inside the carshop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

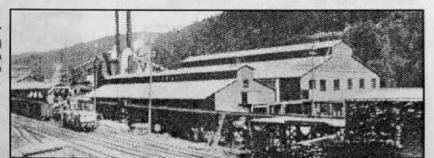
Behind-the-scenes Shop Tour, P.M.

1:50 - Saturday

Meet at the depat for this 55-minute, 1-mile walking tour, which is similar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depat ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from Logging South Cheat. The History of the Snowshoe Lands by George Deike



Cass Town Walk

11:15 - Saturday 1:15* - Fri, Sun • 2:15* - Sun 5:10* - Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolat-

ed industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

 These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your quide on the Cass Country Store parch.

Log Trains, Woodhicks & More

6:50 - Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season — and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) — Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 - Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck cranel that has sat on the old interchange/station siding for a decade, Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally affered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.



Photo by Philip Bagda

The latest park program offering is the Top Of The Moning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorte among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bandon Callection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No.1

New at Whittaker Station



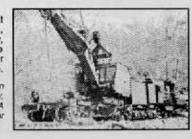
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No.1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, disel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

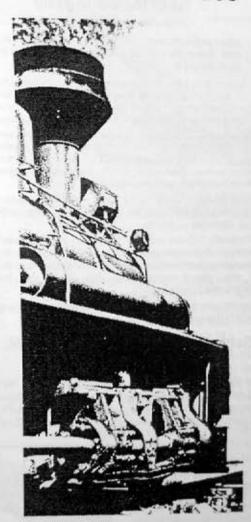
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning desk.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Marviand is undergoing final assembly after heavy shapping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon. Thurs

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For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

11 hours daily except Sunday.

Cass Town Walk

1:10"- Sun, Fri, Sat 3:10* - Saturday 5:05' - Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.

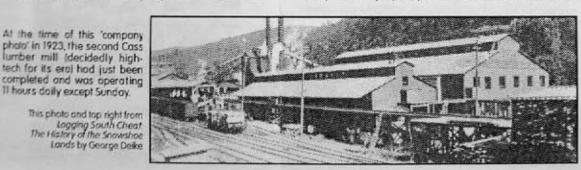
 These tours coincide with the Cass Showcase proaram's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a questionand-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.





South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally affered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian, A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

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Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1945 on the head of Shavers Fork.

West Virginia and Regional History Collection West Virginia University Library

Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga by Roy B. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993

Turnult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

Aerial Log Skidding

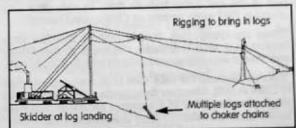


With tower standing 96 feet above its base, Meadow River No.1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the Slate Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!

Whittaker Camp No.1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the jcb's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whitlaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

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Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



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Hersh conditions are exemplified by this scene, c. 1950. Photo by Bruce Crickard, George Deike Collection

in 1845, after more than 40 years of occupying twostory bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower tumber Company bought out the Cass operation, find Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

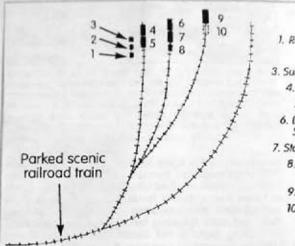
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



- Representative Shanty
 Representative Shanty
 Representative Shanty
- 3. Surveyor/Cruiser's Shanty
 - Kitchen/Dining Car
 Lobby/Bunk Car
- Diesel Log Loader and Skeleton Steel Log Car
- 7. Standard Steel Log Flatcar
 - 8. Four-wheel Logging Caboose
 - 9. Lidgerwood Skidder
 - 10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which besides grants and generous private financial support has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

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Rall Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Lag Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the lag loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton lag cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is stated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only exlant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Above: The second Cass shop in 1966 at age 43 Below: Days after the fire of May 23, 1972



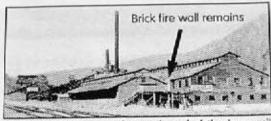
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

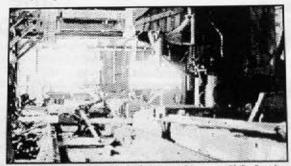
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steampowered logging devices.

The '50-year shap' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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The West Virginia Division of Natural Resources

is an equal opportunity employer."

Cass Shop & More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomative repair and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 ICSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2), oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top* of the *Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a waiking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

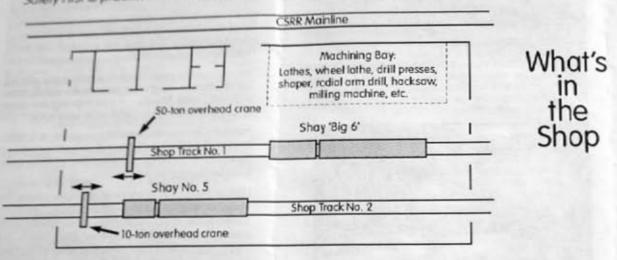
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model – 96 tons"; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not orly the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated, the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton' 3-truck form – were used as foundational design; pulled coal on the 'Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Rallroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No.1 and Porter 0-4-0T No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converied to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons"; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that tailed inspection places it outof-service until 1998.

Shay No. 36. (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia — first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919) 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920), 70 tons"; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year, hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

Celebrating the 59-year lumbering heritage of the Cass ocenic kullious,

In brief: The Whittaker Camp No. 1 Display

^{*} Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).



sthursaker Camp No. 1's reproductions of skilled workers shardes provide a glimpse into a bygone ers. Here, a group of eight original and long-gone structures at trackside adjacent to a camp train (top into in the rec-1940s – possibly on Slide Run.

West Wiginia and Regional History Collection West Vinginia University Library

structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mil's closure in June 1960.

References

Further investigation of Cass rail-logging and West Wegina lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot.

On Beyond Leatherbark: The Cass Saga by Roy B. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding

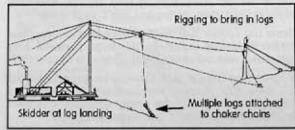


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the company's diesel log loader – which is spotted for fuel resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calandar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.

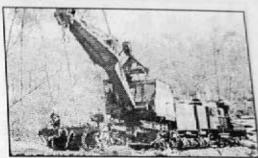


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!
Whittaker Camp No.1

INDOM MICIONI LIMPS BINE!



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

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Cass Scenic Railroad State Park
Cass, West Virginia

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A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

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Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

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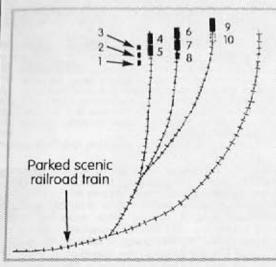
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Phil 3agdon Collection

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-... or or viest virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for



The latest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors time the opportunity to watch trains being prepared. Since 1963, this time of day has been a layorde among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971.



Now in its seventh year, the Cass Town Walk's popplanty continues to grow. This season's guide, Philip. Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No.1

New at Whittaker Station



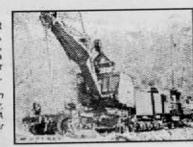
Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.



Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display, Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

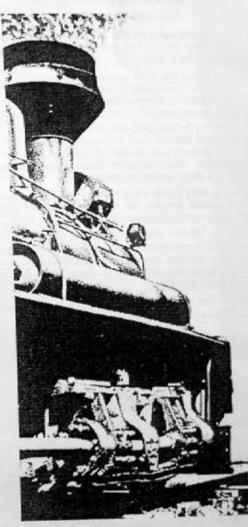
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Courtesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia siule purk

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 daily except Tues. Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland is undergoing final assembly after heavy shopping Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk

1:10*= Sun, Fri, Sat 3:10* = Saturday 5:05* = Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, halfmile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated

industrial town's history, view its prominent structures, and hear about what if e was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Registry of Historical Places.

 These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steem – at least on screen in the Cass Scenic Rallroad Early Years slide show.

IP. Bagdon photo, 1968)



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. -Saturday

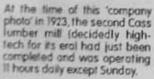
Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No.7, Mower Lumber camp train cars, and more.

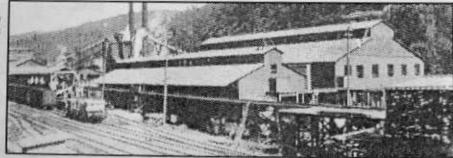
There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally affered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Phillip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.



This photo and top right from Lagging South Cheat The History of the Snowshoe Lands by George Deike



Cass Scenic Railroad . . . Park programs for a different No.

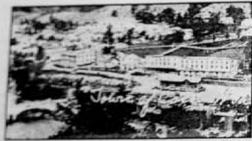
A grand heritage in a modern wrapper: The Cass Shops

Colaiv First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line frack came and existence in 1973 when the coaling siding was extended. The upper end of the brack now used for parking excursion trains was Mower Lumber parking excursion where prior to scrapping. No.

The latest park program offering is the Top Of The Maming Tour After visiting the repair shops, visitors have the apportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber 90-ton Heisler No. 5 steams - and smokes - It up back in 1971



Now in its seventh year, the Cass Town Walk's poputerity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Division of Natural Resources is an equal apportunity employer."

Whittaker Camp No.1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

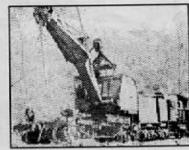


Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanlies, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No.1 is an an-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

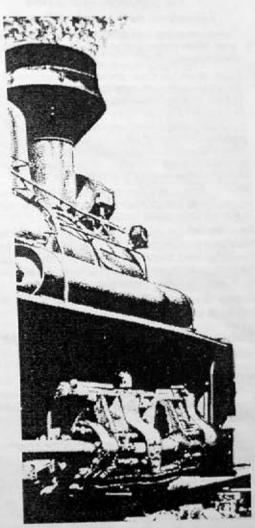
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern Couriesy Eric Mundy, from the MSRLHA 1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs Cass Scenic Railroad State Park

August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

view its prominent structures, and hear about what life

was like here 80+ years ago during the boom period.

· These tours coincide with the Cass Showcase pro-

gram's conclusion and are thus subject to a 5-10

minute delay whenever a train returns late; kindly

wait for your quide on the Cass Country Store porch.

Get behind the scenes with steam

Cass Town Walk 1:15"- Wed, Thur, Fri, Sun

4:10 - Saturday

5:10*- Mon, Wed, Thurs, Sun

Meet on the Cass Country

Store steps for a 40-minute,

half-mile swing through the

Cass was the headquarters and focus of one of the largest

lumbering operations in the

state. Learn about this isolat-

ed industrial town's history,

old company town.

Top Of The Morning Tour 8:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning direc

state's most productive double bandsaw and planing mill locities as 'second boat' to the logging operalion's primary charge of furnishing spruce pulpwood.

on to the dead line, we look at a Heisler and Climax locamotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

Presently, 162-ton monster Shay, "Big 6" (ex-Western

Viewing the day's active power come to life and

Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket affice.

Learn about the Cass Lumber mill, once one of the

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Maryland) is undergoing final assembly after a twoyear-long heavy shopping. Besides pausing to watch the work on No.6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

switch the yard rounds out the tour.

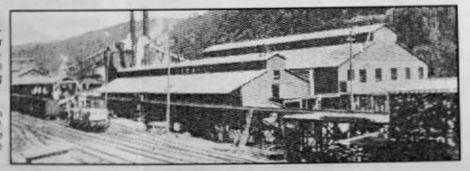


About the cover . . .

This gargeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing hardcore 'gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905)

At the time of this 1923 'company photo," the second lumber mill complex (decidedly hightech for its era) had just been completed and was operating Il hours daily except Sunday

> This photo and top right from logging South Cheat The History of the Snowshoe Lands by George Deike



Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street, for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1954-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - hisforic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years. Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.



During the abor in decident sent of abrespe on ATP Abwer Lumber Claring our ATP as Aday 1870. The car is now part of the Unittedor Campi No. 1 Ofispilar

Cars in the Whittaker Camp No. 1 Display

Mower Camp Car No. 419. A Modeltown wood, truss and flatter isoquired by West Virginia Pulp & Paper Co. for lag train service around 1919) fabricated into a bunk rar by Mower Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was actived in 1960 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110 (which camed the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1980s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now parties the Diesel log loader at Whittaker Camp No. 1.

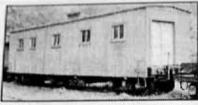
40-foot Steel Flatcar. Reportedly acquired c, 1957 by Buffato Creek & Gauley R.R. from Cherry River Boom & Lumber, was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a dosed platform excursion car before being retired instead of conversion of wheels to roller bearing.

Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this bobber node the rear of log trains out of Swandale (Cay County) for Elk River Coal & Lumber and sucessors — W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G-P. Used on railfan charters for several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beefy 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944, Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research:
Artie Barkley, George Delke, Danny Seldomridge,
Bud Cassell, John Cassell, Red McMillion
Darren Seldomridge, Wayne Cassell, Rex Cassell,
Richard Sparks, John Killoran, George Fizer



kitchen car No. 417 on the upper shop lead, August 1968.

Ex-Mower

Lumber Co.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

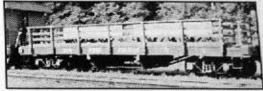
Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad

Equipment Roster

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform, Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8,11-13,15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses – 30-loot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O). Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788, Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3, Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.

Version 20 • September 1996



(pocomolifica) case and source. CHRIX 21F and 200 on Elek restably BINCK 3-72

Ling Cars

Mouse Lamber Wood Archbar Flatoer, There were over 200 of these 40-lock wood fints used at Cass by West Migris Pulp & Paper during the lumbering heyday, Mower Lamber Co. (1942-1960) operated a reduced-size fleet. Pair of the original escuration train (Closed Platform No. 3) and the only extent Case log car, it is currently spotted on the old company story lead in Cass awaiting restoration.

Manager River Brawles skeletons (13 including Whittaker Carry No. 1). A total of 22 of these steel 40-foot log bunks (homebuilt) denaled by Meadow River Lumber's successor, Cannegia Pacific, in 1972 - with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-15, B-16, B-21, B-23, B-25, B-30) brought directly to Case and # (B.2, B.3, B.7, B.8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank, lies excursion cars for P cars converted for excursion service. Today, B-11 and B-30 are are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climas boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptaflone - E-31, E-32 - began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize fong tree' loadout). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above, originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line,

Freight Cars

Single dome oil tank cars (2), CSRX 219 and 220; donated by Pennzoli Of, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. It's operation here in 1993,

Single dome chemical car. WVAX318; acquired as U.S. Nevy surplus by South Branch Valley, used for diesel fuel storage, shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6), Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the rolling stock movement of 10-85. In Cass yard are: SBVR 40 (bull 11-42), SBVR 229, and car in NAO lettering with unisentifiable number. Boxcars on the Greenbrier dead line. are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' COB" and "OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as legging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car, Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-21, No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single twosided bench extending the length of its interior.

Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County, Converted to diesel, date unknown. Later served ERC&LCo's successors. W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car. ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Butfalo Creek & Gauley work dining car No. X-15, 8-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry. River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970, For almost two decades they served as excursion cars before being refired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top. and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

9 00 daily except Tuesday and Wednesday

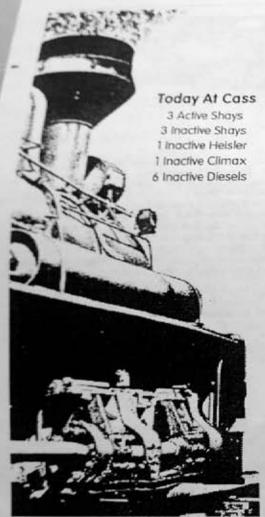
Meet at the depot for this 75-minute, 1-mile waiking laur. Wear shoes that you don't mind getting wet from morning daw.

Fore herefor mill once one of the

5:10* - Mon, Wed, Thurs, Sun Meet on the Cass Country

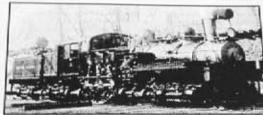






CSRR brochure art. 1964-67

Sources other than personal research: Artie Barkley, George Delke, Danny Selcomridge, Bud Cassell, Darren Seldomridge, John Cassell, Wayne Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Rai road Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at Nc. 6, Monitor No. 1 Mine, West Enc (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition, it was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham Couunty R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Chio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad

Locomotive Roster

(All-time)

by Philip Bagdon

Seasonal Historian, 1996 Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968. All photos by Phillip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model — 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons'; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co.; shops in Richwood; acquired in 1943 by Mower Lumber Co.; It was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

 Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 * September 1996



Climate Ric. 2 security after the armost, July 1971

Street No. 8 (LIN 1903), 1903). At tons", came to Cass new for the Dissentines & Elk River, West Virginia Spruce Lumber Cit is nelivered out of Cass – the oldest and longest reporting Their here; its cylinders were cracked in 1958 while serving the mil's dry kill plant as a steam source, thus was interestible when the State acquired the rational in 1962; after repair, it was put into service three years later; currently out of service for a flue sheet replacement, it will be back in service for May Railfan Weekend.

Shey ['Big'] No. 6 jun 3354, 1945). Lima class 150-3, superheated, the lest and record largest Shay built; plans of Case No. 12 lin its original, 154-ton* 3-truck form) — were used as trundational design; worked the Western Manylands Charles Branch (coal spur out of Vindex, Md. with a 5% nutring grade, for only a few years; displayed in Baltimore at the BAO Railroad Museum for over 25 years bellow attempted in 1960 (in a long-term trade for Shay No. 1 and Poster 0-4-0T No. 714); in 1961, operated for the that time in 28 years, used sparingly until service on the Case Outsin Run (1964-85); extensive shopping removed it form to store for two full operating seasons; reassembled, flag 6 speet part of August on the upper shop track for final painting; find up and lested on 9-21 and 9-24 (first run up mountain); it will run this fail, at least periodically.

Out of Service Steam Power

Herster No. 6 (cin 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served finetonia Cost and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow Föver Lumber), August 1967.

then spent over 25 years in Greenbrier County as Meadow River Lamber No.6; came here on its over power in 1956 and west into service on Bald Knob Inaugural Weekend (May 1958); but of service since 6-95; needs a new boiler.

Shay No. 7 (ain 3131, 1920). 70 tons"; first used by Raine Lumber Co. at Cloverick (Pocahoritas Gounty); in 1930, moved to the Raine family's Greenbrier County job — Mexicow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boller problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons"; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's iongrunning interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (cin 2804, 1916). 70 tons"; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here — until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher, U.S. Navy; acquired as govemment surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



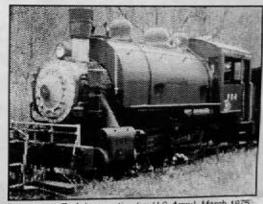
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worm wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.



Locomotive fuel oil cars, CSRX 210 end 220 on the ready



NOVEMBER 12, 1960 RICHWOOD, WEST VIRGINIA

The Train!

AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a let of other states would give a purty for and that's a bit of sure sourist bait in the form of a mountain and a railroad that hugs up it.

The state of Wast Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a purist attraction.

There is every kind of interest in the idea. This There is every kind of interest in the idea. This paper has heard from everybody and his brother and all paper has heard from everybody and his steam locomotive will not be seen to be seen beginning the selegated to the limbo of the strap heap.

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Going Up Cheat - West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

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The little train fetched in this log for the now defunct bull chain of Mower. The little train can pos- as a friendly "southern banksibly bring in greater wealth than

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The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$284,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomoand certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

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(Turn to Page 14)

Pictures On This Page and on Page 8 Made By Mr. and Mrs. William E. Barrett, Jr. Of Arlington, Va.

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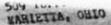
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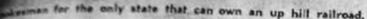
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The WEST VIRGINIA

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VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

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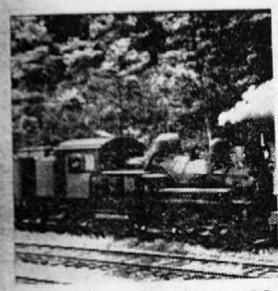


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Let's Save the Railroad!

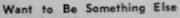
RUSSELL BAUM MAKES PLEA FOR "EASTERN" PRESERVATION

From Page 1

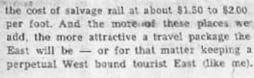
the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.



There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali



Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its firest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timberr"? How many people have gone through an honest to goodness saw

NOVEMBER 12, 1960



Brakeman Barelay walks his last day on the empties. Itls job finished on June 20. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Ariington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





The railroaders call this "clawing" and the old coal-b rner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Case.





Old No. 4 gets shifted This is up in the mountains six miles above Case.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

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looking at Mount McKinley (called Mt. Denali
by natives and the Indians) towering 16,000
feet from base level and 20,300 feet from sea
level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe
inspiring sight I can never forget. And with
the help of two large photo murals I took, I
never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare, it's the human heritage in Europe —the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that the done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day at a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the bills. This is truly a picture of West Virginia's glorious past.



This will was built in 1971, replacing one that burned, Billbille feets that this old mill shouldn't that down the years it will pay the state a pority penny as a segrenir of the past. A logger's museum could be garnered here.



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The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat. 1657 beat

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bor \$10 per foot and \$2,000 for switches plus

went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate, There's no ride involved. No scenery to see, It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritea cave; and of course the not to be forgotten heritage of our future-the National Radio Astronomy Observatory at Green Bank, Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in in the state. Any suggestions along this line from readers?



Last empties come from Cheat woods, It's the last day of a sixty year span, West Virginia add 160 to its unemployed,

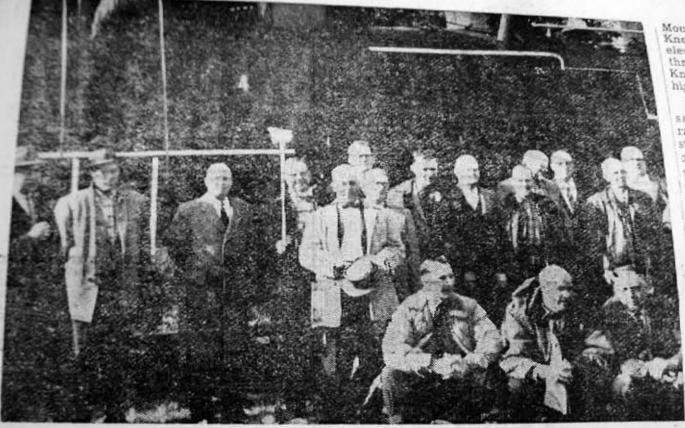


Clyde Galford brings in wood from the hills. This is truly a pictre of West Virginia's glorious

Mountain to the top of Beld Knob, which has a reported elevation of 4.857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground water said to be about 200 feet h is within the cavern near railroad.



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoke, T. G. Matney, and Herb Schupbach.

Cass Train Report

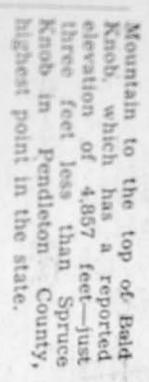
(From Page 1)
er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \$75,000.

Co-Chairman Harry R. Faul-

ONLY RAILROAD

Between sessions of two legislative committees Suninjesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

NOVEMBER 12, 1960



Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, are sure-fire tourist attractions.

The underground waterfall, said to be about 500 feet high, is within the cavern near the railroad.



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Cass Train Report

(From Page 1)

er." is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \$75,000.

Co-Chairman Harry R. Paulley (D-McDowell) point a lart that the Government and Fluance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Suninjesting senators and unlegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D - McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

ter from Midwest Steel Corp... which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Ruh up Cheat

r private institu-

all. s the matter of unction: For exes and universich in common-M in common I our University entertain the nog to bring every traduate in West organtown. That's the unique funcniversity as I see raity itself wants

Get Together

It would be no these are sheer nonsense. Let's

is the only criterion in deter ! mining whether we need more money or not. We shall talk me private institu- about the improvement of edparts of the coun-ucational quality, instead, or at is be alarmed over least in addition. We shall try proportion of sta- to work out ways of identify- Virginia, and several other would be glad to operate the Lane. tate institutions ing and rewarding talent as states too, with a few notable scenic line if the legislature they recent ex distinguished from mere time exceptions, has fallen in love followed the committee's apown enrollments, serving. It's talent that we with the Cass Railroad. This proval and "give us enough ured in the discussion. Warden ense in a time of want to get and don't want to fact was brought out at the money to run it on". tion growth-for lose-let's put our money there Legislative committee meeting an forcing down -we can always get warm bod- held in Charleston Sunday, Noon of young peo les to stand up in a classroom vember 20 go to college at and call the roll. We shall visery time the need it each other's campuses and of 1500 Marshall College stuvalibre labor force learn about each other's prob- dents, along with numerous letdevelopment of lems and strengths first hand, ters and wires, was read to the ts are becoming I get tired of hotels-but never six man group before they unannd our country's of campuses. We shall help each imously voted on co-chairman need. Unemploy- other. First we must sell, even Harry Pauley's motion to recomely cured by rear- more than we have, the values mend the purchase. erations of unem- of higher education to the people and their leaders-make servation Director Warden M. rginia. I have the absolutely clear its indispensa- Lane, to get in touch with the bility to the State, to the Na- owners of the railroad and rollresisting growth tion and to youth in the second ing stock and attempt to get grow. This is half of the 20th century. We a reasonable price quoted for shall join in encouraging ip- presentation to the full house creased corporate giving to membership when they convene higher education and in edu- in January for the 1961 sescating all our alumni to the sion. fact that their own education whether public or private, was Director Lane revealed some heavily subsidized. Together we of the long range plans for have avenues of approach to tourist development in West foundations, corporations, legis- Virginia by his Conservation latures, churches and individ- Commission. The Director speuals and groups of all kinds cifically mentioned the Seneca that we may not have sepa- Rocks area and the Bluestone rately or alone.

We shall endeavor to explode ges in this State- the fallacies in the public mind, of the State- such as that tax-assisted instian draw on them tutions don't need private supsents in our grad- port, that voluntary contribuessional schools- tions to public institutions reall want better duce contributions to other inwhich to draw stitutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair can get together competition from low fees in of each of our tax assisted institutions. All of

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

A petition bearing the names

The motion instructed Con-

During the Sunday meeting Railroad.

of the Cass line but told the be in business, at a fraction of Just about everybody in West committee that his department the cost estimated by Director

tions to the project the Conser- timated that it would take ten the town of Cass was almost ascent. inaccessable to concentrated tourist traffic. He also stated tonnage figure and told the might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent lic meeting somewhere in the spokesman for advocates seek- state, as suggested by the West ing to preserve the last steam Virginia Hillbilly, to plan for mountain line in operation in action to present our cause to the eastern United States, dis- the West Virginia Legislature puted some of the cost figures when it convenes in January", nuoted earlier in the hearing the astronomy center accountby Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife

Gorge as projects whose de- pensive lodge to house and feed Parkersburg in 1888 velopment should have higher tourists Rife explained that the priority than the Cass scenic state could purchase several TWAIN'S PARENTS LIVED old Pullman coaches and dining IN MASON COUNTY Lane expressed only mild en- cars and set them off on a sidthusiasm for the development ing and the Cass Railroad would once lived in Mason County.

Even the amount of coal raquired to climb Bald Knob fig-Lane had earlier told the leg-Listing some of his object- islators that his department esvation Commissioner noted that tons of coal to make the steep

Railfan Rife challenged the that the cost of acquiring and members that it would only operating the scenic shay line take four tons to climb t h e mountain and 'a half a ton to come down".

> "We propose to hold a pubant announced at the meeting-"Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" Disputing the need of an ex- written by Michael Egan of

The parents of Mark Twain

scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more adult education.

Person to Person

the highly important field of receive Hillbilly for the next to and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

R. E. Mathews of Weston will at the invitation of WOR to tell



The WEST VIRGINIA SINGLE COPY

VOL. III NO. 15

MARCH 18, 1961

RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who will be necessary to take care been't like a railroad Somesty whe doesn't want to buy to the somebody is. Itrit the first care first of the somebody is. Itrit the first care first of the somebody is. Itrit the doubt is and it wasn't done. One wonders why the governor doesn't like it because if he did not like the railroad arists.

There's somebody that doesn't and let it be the first olive out. There's somebody that doesn't like it because it he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad and put it in and let it be the first olive out. There's somebody that doesn't and let's give the people back little railroad, to building not has been made good father at little railroad, to building the little railroad and they said, no, they wouldn't femine it. The House and the Senate have to a large tourist camps that of the West-Virginians by a mirred and the legislature can't mirred and the little railroad and they said no.

mitted and the legislature can't adjourn until they get togeth-So there was a kind of com-

tel's put in enough maney and if the Conservation Com-mission wants to buy it later, then they can buy it. That was nice on the surface, but it mill means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. never buy it. Or so this paper

There is a the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the there are others and that is just little railroad and that is just about everybody in West Virgin-is except the strong man on the hudget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill about tellets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk a-bout these things. Be sensible. But the man get ruffled and the paper got ruffled and nobody set anywhere. not anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that thouldn't happen and this paper.

the New Dominion.

If enough of you West Vir.

If enough of you West Vir.

In the New Dominion.

If enough of you West Vir.

If enough of you

The Biggest Treasure in New England! MT. WASHINGTON, N. H. 3/4 MILES FROM TOP TO BOTTOM!



The is the story of your trip up Mount Washing-ton on the World's First "Cog" Railway, invented and built by Sylvester Month of Lindston, H. H. This que railway, after these long years of countries tion, was opened on July 2, 1807 and has operated continuously since that time except for one your in the first world war and three in the last.

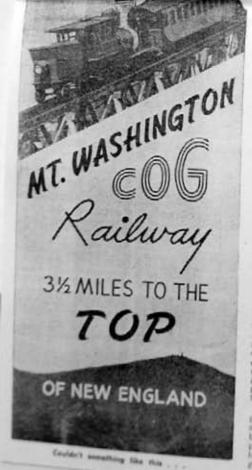
Weather permitting, trains will leave the Bone Senten every time the clock strikes the hour from nine in the morning until six in the evening O A. M. to 6 P. M., D. S. Li. When buttle demands, extra serious are tun on the equilarly attachded trips and this muse; the varie to get aff refreshole. In early June and late September traine run of 11 A. M. and 2.15 P. M.; albers in walks demonds.

it to attract two and this paper shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Domingon, which apparently has more gumption and leadership than the New Dominson.

If enough of you West Virginia is the Civic Center of the given up and the New Dominson.

If enough of you West Virginia is the Civic Center of the somewhere soon At this meet somewhere so the sound so

the now is the time to say your on hands to take money on hands to take money paper thinks the chances are seall what extend you can or will go what extend you can or will go write to us until we get a good arganization to take over for commodities for its people who represent the people.



Hillbilly's Salute to The Irich Is

Th

Time to Start Workin' on

seem't like a railroad. Some- of visitors. sdy who doesn't want to buy and it to charging up to the in of Old Baldy with a cargo free-spending, fun-loving HUPSTER.

There's somebody that doesn't not to put the unemployed segue of Cass to work running

There is seemebody who will be necessary to take care great mandate and he is serving

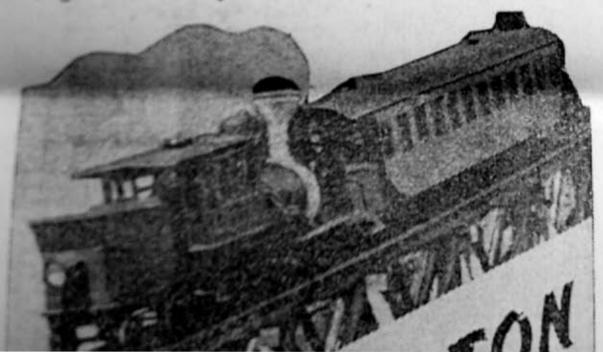
That somebody is, first the he didn't say do it, and it wasn't te Mille Cass Rathroad and Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad likes the railroad and put it in and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Goverat little railroad, to building nor has been made good father

by the divine right of kings. But done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia the budget so it could be bought. But the House didn't like the little raiiroad and they said, no, they wouldn't itemize it. The House and the Senate have to large tourist camps that of the West Virginians by a agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad.



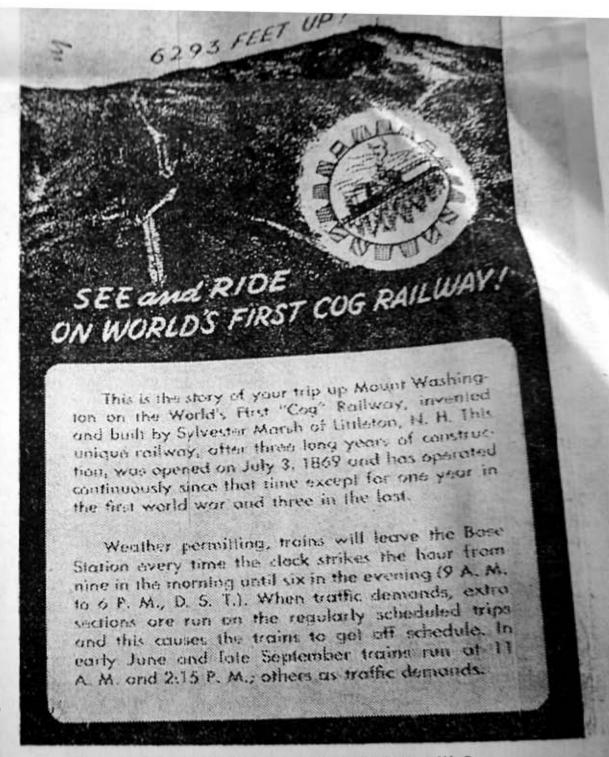


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... happen in our West Virginia hills?

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The Biggest Treasure
in Hew England!
MT. WASHINGTON, N.H.

34 MILES FROM TOP TO BOTTOM!

6293 FEET UP!

SEE and RIDE ON WORLD'S FIRST COG RAILWAY!

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Linkston, N. H. This unique railway, after three long years of construction, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the lost.

Weather permitting, trains will leave the Bose Station overy time the clock strikes the hour from nine in the morning antil six in the evening (9 A. M. to 6 F. M., D. S. T.). When traffic demands, extra unations are run on the regularly schoduled trips and this causes the trains to got off schedule. In early home and late September trains run at 11 A. M. and 2:35 F. M., others in traffic demands.

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If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your go. Write to us until we get a go prowlng around Washington people who represent the good organization to take over for commodities for its people people.

This is the story of your trip up Mount Washing ion on the World's First "Cog" Railway, invented and built by Sylvester Manch of Linteton, H. H. This unique milway, ofter three long years of construction, was opened on July 3, 1869 and has operated Continuously since that time except for one year in the first world war and three in the last-

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... happen in our West Virginia hills?

up and sold to the Old Domin- from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell from this paper. how to organize stock companon hands to take money.

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word

However, it is possible for the ies, and we'll have a treasurer state to do something. But this paper thinks the chances are Let's prove to the world that molecular. This paper thinks it to what extent you can or will West Virginia doesn't have to is a job for the people, not the

to The Irish Is on Page 14, B'gora!

purists.

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OF NEW ENGLAND

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"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper

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Hillbilly's Salute to The Irish Is

Complete Text of Russeli Baum's Cass Railroad Plea

My purpose here today is to sug-Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass. West Virginia as an operating museum of railroading and lumberingturn of the century style-for the banefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 states. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durgest the feasibility of the state of West lange to Silverton, Colorado, They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

> Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad-most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninterering stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five mlies away is a large observatory that would help attract still more people,

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize-none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging-the charce to show old time logging railroading at its best-and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in Building a new railroad would be prohibitive.

The highways for entering Cars

conventing restricted to the same the contents and decires in the White Pass and Values and decires in the White Pass and Values in rating over the Mower suffrued last consider it occurred to me that the Bailroad and none of the operating sourist railroads came close to matching the Mower in spectacular arratery Further the most acenic part of the line is within it miles of Case.

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Another tourist railroad is the Tweetsle at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they made \$150,000 net profft. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

farm land. It is presently bettering expectations and Mr. Wilburn, the operaiting Vice Prosident, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have anly one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lomber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninterering stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car and cable is the Mower Lumber Co. It travels the highest point East of the Mississippi River of any railroad. It has the best scenery East of the Rockies, and is the only operational Railroad East of the Sierras that would have the po-

away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose thin to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new rallroad would be prohibitive.

The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

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WUa HILLING 10/20/1960

Complete Text of Russeli Baum's Cass Railroad

My purpose here today is to suggest the feasibility of the state of West-Virginia's purchasing and operating a segment of the Mower Lumbar Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass, with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokles but in a remote section of N. C. I was told that last year they made \$150,000 net proift. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

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There mammoth crithe suggeste the hill. Therable write A cave in tourists, a make a second

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tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U.S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOCK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM

the cradle to the grave".

scools of Chest above Cais in Speaker Pauley comes in. Pseabsetas County was fone and it. Itself and locomotive, was being sold for scrap. I had tourist attraction.

Meet In Marlinton

drives more beautiful in the the prints. world, I suppose, but I have

to participate in about life Mr. Koontz himself who is Strangely enough I learned

Ike and Taxes

that was brave in a bit of name of Gambill, who is a tax delightful family. legislative maneuvering that lawyer, and who stops at Bill's brought the depredation to a place when passing through standatill until a delegation of that part of West Virginia. legislators could look into the "Tell him that story", says Eisenhower evades taxes by George Allen and Clirt Murchi-The day of looking into the son or somebody. Nore of it is and I was invited by Legislative but the fellow gets to talking Auditor Clarence H. Roomtz to about how big shots play up to autumn heavity for which this list. One involved a book, and drive is famous. There are is a story, I think, worthy of

being like a mountain rail-standing in front of the place about Rev. Newell, Presbyterroad with an engineer that was and wundering why it isn't ian pastor at Greenbank, when brave and admensiond me and open. He tells me where Sena- I went to New York that time the rest of the congregation to tor Carl Gainer is in the motel, to check the Big City for its make the run successful from 1 go there and after a while poverty and depressed areas of Senator Arch Reed comes in people following the dressing-The "contemporary" associ- and we all go to breakfast, the down that the Saturday Evestate was a real Mountain Rail- place now being open and bust- ning Post give West Virginia, road one which I felt was ap ling. At one booth are Mr. and One of the social workers there presching a premature grave Mrs. Koontz and at another told me about Greenbank's stay of execution. as its work being dane in the is Delegate J, C. Cruikshanks. Rev. Newell And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. fortunately, and somewhat. Bill Sperry introduces me to And so were his wife and chillmirarulously, been the engineer a stranger, a fellow by the dren I have never met a more

the Bethwood early so that I gets invited to the White House of the works the deals for an attack when a bomb came mummy's bandage and I never ferring to him as 'half man' in her book. "Nothing to it at legs off clean above the knees. Yes, there's a story there be-

think is a property to associate outly upon a herd of young Bowman, whom I know and Dr. the track and I am jolted into receding peak. a contemporary act with a half- beifers in a field, who exaspera- Frank Callendar of the Green the thoughts of how this train I talk with Tom Edgar's wife,

Train With Smoke

gers because a train with smoke girl waves and I remind my-And there were others there self to read some of good old at the station. Tom Edgar, for Tom Wolfe and I promise myinstance. Tom is running for self I will. Upward we go and matter of preserving this ves. Bill and Gambill haltingly tells House of Delegates (Democrat) it gets colder and I hear tige of steam for a possible what he had been telling Bill, from Pocahentas. He is the Cruickshanks say that "Poor comething about how President "half man" that Pearl Buck old Comstock is going to freeze You would think she would describes in her chapter on to death" and I look about me centing his Gettysburg farm to Hillsboro (her birthplace) in and see that all the rest have "My Many Werlds". Tom Edgar intelligently anticipated this left his "other half", his two kind of weather and are dressmatter was Saturday at Cass clear to me, or even interesting, legs, in Europe. There's a ed in fitting garb. And Dick story there, which I haven't Bowman has evidently anticitime or room for now. Let it pated my dumbness and has be at the point of assemble the President and he starts suffice to say that he was an brought along an extra parkaat Marlinton at nine o'clock talking about this fellow who officer and he sat in a church like thing which he gives me in Germany (?) making plans and which shrouds me like a offense at Pearl Buck's re-

Gown the Pocahontas side of or maybe a golf ceurse — the base hospital. Tom Edgar is one percent, for instance. Sandy to locate it. He said the premium was locate it. He said the premium was

One baremeter of aging I but concentrating quite lecher-tion. And there are others Dick We see loads of steel along ferent shades of blue in each

remembered have so the half lingly pay him no mind at all Bank observatory. "Meet Dr. and is track will be like cer- a charming and devoted wife. I forgetter words of so old song, but graze on with the hard-to- Phillip Newell", somebody says tain of the natives of Guam ask her how he will negotiate Last Saturday there kept com- get nonochalance of the gender, and I shake hands with a sub- whom the Japanese slew. They, the problems of the legislature and he may make our bits of an The first man I meet at scriber whom I have heard the Japs, made each man dig if he is elected. She tells me the lirst man I meet at much about but had never his grave and get down on his that there have been many to be a series at the edge of it, so that problems but all have been met. when the big knife came down solved and taken care of, and he could be kicked in after this one will. Mrs. Edgar is a his severed head. It's like this learned and well-read woman for the kind old steam loco- and her knowledge of things motive we are riding. It will in general is rather tremenpull up its track and hauf it to dous and her interest in prothe bottom of the hill and moting tourism for West Virwhen the job is done it too ginia in general and her own will go for scrap. Unless, of Pocahontas in particular is alcourse, the State orders a most a passion with her. And Peral Buck is indeed a pas-

> Her father-in-law. Tom's father, of course, owns the old We pass a road and the Pearl Sydenstricker Buck home whistle toots a warning. A car at Hillsboro. Pearl Euck comes stops and disgorges its passen- often to visit the place and in this way has become someis something to see. A little thing of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me, "She is kind and considerhave the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took in her book, "Nothing to it at John Killoran comes up to all. Tom knows what she meant. cause the officer completed his me and I say, "Fill me in, He knows what happened to plans, gave some orders in con. "John" and John fills me in him. He isn't a baby. As a At a dinner Eisenhower spoke casely right as to weather and of a poem that he haen't read driver and had himself leaded steep railroads. Railroad grades the matter of fact he is all man, nection with them, and called a steep railroads. Railroad grades the understands more than peotemperature At 7.55 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no down the Porabout I think he is pretty

bouried adoption.

Mout in Marlinton.

grives mary beautiful in the the prints. slown the Pocahontas side of Kennison and stopped here and there just to look at it all ; Early morning vapor was rising hated it, and then grew up to from the prone theatre wings become a wealthy man, but of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals spangled type of thing that poem. That's all he knew. of the frost, into a sequin firey reds and oranges and make Eisenhower didn't say a subscriber. And I met Dr. Carl splendor is to be seen on all farm where cattle and sheep yellows of the leaves, not to word. Soon as the dinner was Frazier of WVU. speak of the undertones of over, he got to a phone and brown limbs and green of still started calling book stores in the mountains and give the green leaves, and created with. New York, He recited the legislators and all others who and Russell Baum, who started higher than the mighty Niain me the image of bespangled quotation to each of them and grow girls dancing in an au. offered a ridiculous price to of what kind of ride a tourist remember if you have read the and am told that it will have rora of Kleig lights What a the man who could find it wonderful wonderland this all first. One was found after a is, this drive in the autumn short time and the man charever Kennison.

extends on down the countour dinner was able to say to the of the hill and hills to the President, "Oh by the way, I green level below, where the just happen to have with me frost hasn't come so early, and the book that has that poem in where green clings for a few it that you wanted . . .' more precious minutes before donning the fatal costume. which although colorful and

mmething about how President Exenhower evades taxes by renting his Gettysburg farm to The day of looking into the son or somebody. None of it is matter was Saturday at Cass clear to me, or even interesting, and I was invited by Legislative but the fellow gets to talking I left Richwood early so that I gets invited to the White House being and abuse the that keeps him on the invite

The day was of a poem that he hadn't read driver and had himself loaded steep railroads, Railroad grades He understands more than peotemperature At 7.53 I started in years, but would give a farm into a jeep and taken away to are told in percentages. A rise ple think and he bears no -or maybe a golf course - the base hospital. Tom Edgar of one inch per hundred feet grudges. I think he is pretty in Georgia for if anybody could is indeed a man. locate it. He said the poem was about a boy on the farm, who now he wanted desperately to ty-man, and Larry Fellure percent. But never more. This that looks like polychromatic get back to the simple ways (spelling ugh!) who is a Uni- one is nine percent. Just think needle point work at times, and again. "The President could versity of Virginia student and of that, nine percent".

tered a private plane to fly the book to Washington and The beauty of it parades and within a short time after the

Last Train from Cass

a bellows, giving me no glance preservation over his twista-sthere, and a more distinct and I notice dif-

matance. Tom is running for said I will. Upward we go and woman I ever knew", she told Tell aim that story says House of Delegates (Democrat) it gets colder and I hear from Pscahontas He is the Crickshanks say that "Poor old Comstock is going to freeze the and devoid of all presence." "half rean" that Pearl Buck old Comstock is going to freeze You would think she would describes in her chapter on to death" and I look about me have the right to 'put on' just Hillsborn (her birthplace) in and see that all the rest have "My Many Worlds" Tom Edgar intelligently anticipated this she has no use for people George Allen and Clint Murchia left his "other half", his two kind of weather and are dress who pretend to be something legs, in Europe. There's a ed in fitting garb. And Dick that they aren't". story there, which I haven't Bowman has evidently antinitime or room for now. Let it pated my dumbness and has he at the point of assemble the President and he starts officer and he sat in a church brought along an extra parkaat Markers at aine o'clock talking about this fellow who in Corporate (2) making plant like thing which he gives me in Germany (?) making plans and which shrouds me like a offense at Pearl Buck's re-I bell Rebwood early so that I gets invited to the White House's for an attack when a bomb came mummy's bandage and I never ferring to him as "half man" though the roof and took his had it so good. "Nothing to it at Yes, there's a story there because the officer completed his legs off clean above the knees. Yes, there's a story there beplans, gave some orders in con-

Wonderful People

quote but two lines from the railfan. I met Robert Jacobson, who is running for Prosecuting ward because it is gradual. I the sun shines or how the This fellow who was trying to Attorney, and who became a do notice that the autumn shadows fall. We come to a

> wish to take the trip a prevue the whole thing, as you will gara. "Will we see it?" I ask can be taken, if it isn't too past two papers, rushes up to to wait another time. We turn crass to speak of taking tourists tell me something. for a ride. There is a caboose, or personnel car for the weak. and an open-air, side-railinged log car for the sturdy. We all of the journey.

is skyward. In a minute or so gine pull ahead and stops, the rae, and share it, and to toss we are past the old Mower track is switched, and now it the dregs of contentment back mill that has sawed its last log is pulling instead of pushing to grow and multiply for and we pass up the old rail- And this isn't so good at all others I now see what it would gay, is still the danse macabre. There's no sense in taking road skidder that has also because the wind is against us mean, this railroad, to hundreds of nature the last fling before all the cars, so we double up vanked its last log from the and all the minute, and not of people who have never gone old Baroness Winter holds all and it isn't long until we are hills beyond, but that is no so minute, cinders from the up the side of a West Virginia in thrall I have become potetic, at Cass. There is a crowd about doubt good because there was smokestack descend upon us mountain, by foot or rail, and but reality jerks me back. I the old steam locomotive which no greater rape of the woods like dirty snow and we all seek I think how lucky the state is come down hard upon the is belching out smake in then that committed by this head coverage, using my parks that Russell Baum came to us brakes and swerve dangerously proper salutation. I see fami- Frankenstein of the forest. I bood, and others using handker- hefore the tracks were taken to avoid hitting a young bull liar faces in the crowd and new think to myself how that old chiefs or whatever they can up and alerted us sleepy people which has strayed from a field ones too. There is, first as al- mill could be kept as a souvenir find. The upward go is now There is more beauty; beauty and over a fence and stands ways when a steam engine is of a now dead way of providing very distinctly up and the beau- of white jutting rocks from the in the road. His head is thrust puffing, John Killoran, t.h e the world with lumber and ty at the sides is almost pain- side, trees of all colors. And forward, note quivering, as his WSAZ-TV man, who has been how there could be a woodhicks ful to look at Behind us the there's a deep red here. Dick mestrils dilate in and out like going to bat for the train's museum assembled and kept backdrop of the mountains is Bowman brings it at a stop.

"John" and John fills me in him. He isn't a baby. As a plans, gave some orders in conis one percent, for instance great". Now most Main Line roads are And I think she is pretty from one and a half to two great too. percent. Some few roads, but | We have chugged up grades And 1 met Dave Bond, the not Main Liners, are five or six and through autumnal foliage

sides and back behind us is a graze and I am told that there The train is ready to go into valley with a backdrop of hills. is a cave near here, a cave Now we come to a switch-back, with a subterranean waterfall

Switch Backs

switch-back in the United met and taken. It is colder and go open air for the first shank States. This has to switch to the air is stronger, like a wine, climb the hill". What he means and I wish there were more From the very start the ride is being demonstrated. The en- along to drink it all in with

Character of Pearl Buck

I had heard that Tom took in her book, "Nothing to it at

colorful and downy gossamer I don't notice the climb up at others, depending upon how curve on the slant, then head for higher ground. Another stop and a start and the second of "There is only one other the two switch-backs has been

(Turn to Page 14)

To Buy or Not To Buy a

TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the halfforgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstall until a delegation of legislators could look into the matter of preserving this vestipe of steam for a possbile imprist attraction.

Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, comething about how President evades taxes by Eisenhower renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

tion. And there a Bowman, whom I Frank Callendar Bank observato Phillip Newell", and I shake har scriber whom much about i met.

Strangely en about Rev. Ne ian pastor at (I went to New to check the poverty and d people follow down that th ning Post ga One of the so told me a Rev. Newell told me abo known as th cuit Rider i there and s And so wer dren. I have delightful

And ther at the state instance. House of from Poc "half man describes Hillsboro "My Many left his "legs, in story the time or resuffice to

"make the run successful from the cradle to the grave".

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Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals ed the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and yellows of the leaves, not to speak of the underlones brown limbs and green of still green leaves, and created within me the image of become

I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President evades taxes by Eisenhower renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm —or maybe a golf course — in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

poverty and opeople follow down that the ning Post gar one of the set told, make a Rev. Newell told me about known as the cuit Rider there and a And so we dren. I have delightful

And the at the sta instance. House of from Po "half ma describes Hillsboro "My Man left his legs, in story th time or suffice t officer a in Germ for an att through legs off Yes, the cause th plans, g nection driver a into a the bas is indee

> And tv-man, (spelling versity railfan, who is Attorne subscrib Frazier

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Kennison and stopped nere and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals into a sequin of the frost, spangled type of thing that sparkled on the bright and firey reds and oranges and vellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurera of Kleig lights. What a wonderful wonderland this all is this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before domning the fatal costume, which, although colorful and gay, is still the danse macabre od nature, the last fling before old Baroness Winter holds all in thrall I have become potetic, but reality jerks me back. I some down hard upon the beates and swerve dangerously to awood hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust a believe giving me no glance preservation over his twistantherapin s

locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking road skin all the cars, so we double up yanked it and it isn't long until we are hills beyo at Cass. There is a crowd about the old steam locomotive which no greater smoke in is beiching out proper salutation. I see fami- Frankenste liar faces in the crowd and new think to I ones too. There is, first as al- mill could ways when a steam engine is of a now d puffing John Killoran, the the world forward, mose-quivering, as his WSAZ-TV man; who has been how there mostrus dilate in and out like going to bat for the train's museum a

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BELCHING LOCOMOTIVE, THE LAST OF ITS KIND.

AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

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re others. Dick | We see loads of steel along | ferent shades of blue in each know and Dr. the track and I am jolted into of the Green the thoughts of how this train Meet Dr. and its track will be like ceromebody says tain of the natives of Guam s with a sub- whom the Japanese slew. They, have heard the Japs, made each man dig had never his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise . myself I will. Upward we go and it gets colder and I Cruickshanks say that "Poor såd Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated kind of weather and are dressof in fitting garb. And Dick Blowman has evidently anticipated my dumbness and has brought along an extra parkalike thing which he gives me

receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law. Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me, "She is kind and considerate, and devoid of all pretence. would think she would have the right to 'put on' just a little, but she doesn't. And has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took

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e others there om Edgar, for running for es (Democrat) He is the Pearl Buck chapter on sirthplace) in ". Tom Edgar alf", his two There's a th I haven't now. Let it a he was an im a church making plans a bomb came and took his se the knees. ey there beampleted his MORES IN COMamd called a nself loaded sem away to Tom Edgar

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Bond, the ry Fellure o is a Unistudent and et Jacobson, Prosecuting became a met Dr. Carl

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John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This use is nine percent. Just think of that, nine percent."

I don't notice the climb upward because it is gradual. I do motice that the autumn splendur is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back and Russell Boum, who started the whole thing, as you will

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Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niamigher than told that it will have

percent. But never more. This one is nine percent. Just think of that, nine percent".

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Now we come to a switch-back,
and Russell Baum, who started
the whole thing, as you will
remember if you have read the
past two papers, rushes up to
tell me something.

Switch Backs

There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not se minute, cinders from the amakastark descend upon us ds like dirty snow and we all seek head coverage, using my parka I hood, and others using handkermid shields or whatever they can mit mind. The upward go is now mg wery distinctly up and the beauind ity at the cides is almost painoks ful to look at Behind us the api backdrop of the mountains is more distinct and I notice dif-

and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people.

There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE I

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ance of the gender.

man I meet at El Poco, the ape in Marlinton, is himself who is front of the place ing why it isn't is me where Senaer is in the motel. and after a while Reed comes in to breakfast, the me open and bustmoth are Mr. and and at another C. Cruikshanks. ey comes in.

nd Taxes

intereduces one to finling by the ill, who is a tax in stape at Bill's missing Through West Vargittia all stary", says il hadtingly tells con telling Bill. t how President varios taxos by making farm to d Clint Murchi-With of it is

rating quite lecher- tion. And there are others, Dick a herd of young Bowman, whom I know and Dr. field, who exaspera- Frank Callendar of the Green him no mind at all Bank observatory, "Meet Dr. n with the hard-to- Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

> Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressingdown that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

> And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Porchontas. He is the "half man" that Pearl Buck describes in her chapter on Hillishere (her hirthplace) in My Many Worlds". Turn Edgar off his "other half", his two

We see loads of steel the track and I am jolted the thoughts of how this and its track will be lik tain of the natives of whom the Japanese slew. the Japs, made each ma his grave and get down knees at the edge of it, s when the big knife came he could be kicked in his severed head. It's lil for the kind old steam motive we are riding. pull up its track and ha the bottom of the h when the job is done will go for scrap. Un course, the State of stay of execution.

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Wanderful People

And I met Dave Bond, the twman, and Larry Fellure (spelling, ught) who is a Uniresulty of Virginia student and railfan, I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber, And I met Dr. Carl Presier of WVU.

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To steep railroad are told in post to good.

In the base hospital. Tom Edgar is one percent is indeed a man.

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The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all the open-air for the first shank of the journey.

Prom the very start the ride is skyward. In a minute or so we are past the old Mower will that has sawed its last log and we pass up the old rail-rail skinder that has also read skinder that has also read skinder that has also

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legislators and all others who wish to take the trip a prevue of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods then that committed by this Frankenstein of the forest. I the errowd and new think to myself how that old chiefs or neve us, first as al- mill could be kept as a souvenir find. The a sleam engine is of a now dead way of providing very disting n Milliorum, the the world with lumber and ty at the not; who has been how there could be a woodhicks ful to loo on for the train's museum assembled and kept backdrop aver his twister, there are ald as a sail to more disti

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and world-wide Clarkson has visitmercion, Europe, the WHILE MEDICINE SWICE d is principal memory your me he and in his stein's cooks. I sit down with

To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year" he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocchontas world of Greenbank and beyond, but a colored boy tells me it is time to cat and I turn down this trip to morning Mr. Clarkson pay my stricter devotion to the minimize of minimizes culinery efforts of Mr. Silver-

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investisaw immense gating group possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made little talk about how

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said t the following Sunday (30) the group would t Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ah in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, j had been told to good show for then He too, I think, purchase of that it could divert a tion from him.





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share the yearn to betimes mountain man's blissful solitude, close to nature?

MOUNTAIN

GAULEY

Louise McNeill

\$4.00

Hillbilly Bookshop

his Cadillac and we fascinated as this will took the pasture in stick strides, going and round about, je had been told to good show for them He too, I think. purchase of that it could divert a tion from him.



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YOUR **FOOD**

GREENB PRODU

s With Judge On Hillbilly Decision

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radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand-and-one other annoyances of urban and suburban living, join with Judge Ruark to saluting the hillbilly. It is understandable, is it not, if we

> This same measured is neither an offer to sell nor a solicitation of an offer these securities. The offer is made only by the Prospecture

New lines

September

OCTOBER 29, 1960

Railroad

d at a feast for the ind me. They have a oth mashed potatoes and coffee, which is enormous tin cups. that calls for the sevotion and I give a And my dinner aren't slouches eiting the stuff away.

of Old Baldy

sere he talk of this the return of cent to Bald Knob. md Mrs. Ted Riffe, Suckburst, author the Flood", the his very place, and alle to the various beaut the properties nation Reed thinks good and Herb carried away with TORING WINES e the true was Harry Parciey said the state should to the top of Baid Cravis low time way. finel under Sprace an the BETTYLETER remember what Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he had been told to "put on a good show for them legislators". He too, I think, favored the purchase of that train, maybe it could divert a bit of attention from him.





Bright Day at Marmet Hospital
The Booming Business in Cass

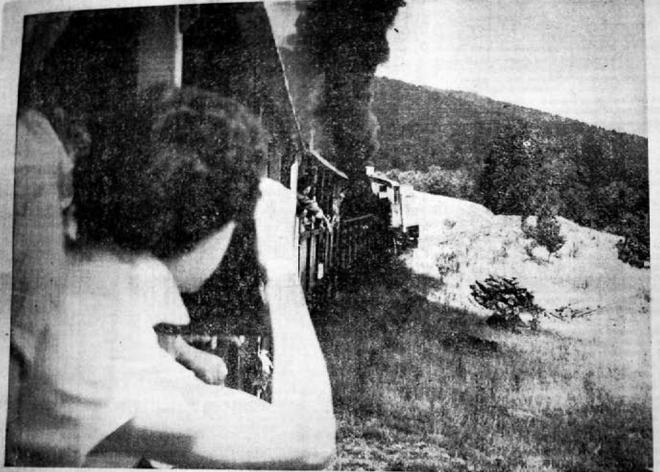
Charleston, W. Ya., Sunday Morning, Aug. 11, 1963 Sect. M.

Birty Edward Gum of Con-

Photo by William C. Blazzed

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THE BOOMING

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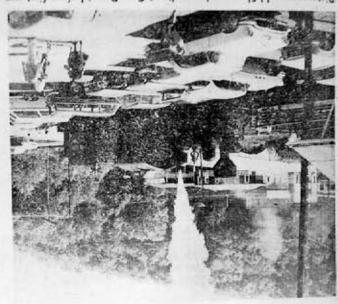
Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

There scutting balanced to the Prop Blandes

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald wpon approval by efficials of the National Rule with seemed to be saying, "I thought I could, I thought I could the could be compared to the country of the could be compared to the country of the could be compared to the country of the country want no tourist railway to interfere with the rural tranquility.

> Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources, and Astronomy Observatory officials, in the event the \$175,000 grant is approved, Cars Scenic Railrand development

Picturesque old Shay engine waits at Cass Depot before first run.



BY WILLIAM C. BLIZZARD

Scenic railroad is keeping everybody busy.

Business in Cass

THE BOOMING

SUNDAN GALLETTE MAIL

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By July 28, helove the business day started, Planning Committee thought it could, and it had days before the state's tooth birthday. The Cass road opened for business on June 13, 1963, five the necessary facilities, the Cass Scenic Railblind bac hear miggel sell at stieger salem of 800,002 hode glos bed stale soft agaodife.

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in advance. There are no public sectioned at you should procure hotel or main't reservations. the U. S. Area Redevelopment Administration . thermos bottle. Il you plan to star securities. is then been by residence in province solution erable bad If you decide to visit Cam, it might out blood by It ticket office, whiting room and take-off pour Assessment to be used to be posted to be better by the best and the be and Ohlo Railway, which allows he Caus exist without the cooperation of the Chespeaks The whole project, by the way, could hardly

TIVIN ALLEGED AYGINGS

the lack of restaurable in the area. These local women werk hard to make up loc and distributing soft drinks in the CAO depot and whom hos said polytos bos galdem saw Service of the Methodist Chutch, a Cass green, On my visit, the Women's Society of Christian catch a later train back to Casa.

early trips, have lunch on the mountain, feel

Those with picule lunches go up on one of the

and Fridays, it makes two attentions and in the piternoon, On Wednesdays, Iburadays makes three trips-one in the morning and two

day, but on Saturdays, Sundays and bolldays, it The train does not run on Monday and Thes-

sion. For example: would be just a fascinating ride-a real securbring picnic junches and make-what admit

Many of the Cass Scenic Railroad passengers

seems to have been accurate, food for them after their arrival. This ferenast ists, but to find sufficient living quarters and railway gets into operation, not to attract teurthat the problem would seem to be, after the Mail State Magazine of May 14, 1961, I wrote

In an article published in the Sunday Gazettevated and placed in service, nseq es logget camps, would probably be rene-

photographers, Some old railroad cars, once priority, for the use of both sightseers and the med minimum of the qui sel near reset towol slash to eliminate fire bazards. An observation stely underlaken would be the clearing of forest doenning od bluck rigide kest instroquit aA

will proceed at a rapid pace, approved, Cass Scenie Railroad development tory officials. In the event the \$575,000 grant in of Matural Resources and Astronomy Observabetween the Parks Division of the Department Salualines are Saltiny sidt le sacitations N

rural tranquility. want no tourist railway to interfere with the of West Virginia because it is quiet, and a miles away. The astronomers came to that part Askronomy Observatory at Greenbank, coly six story largeliars of the statistic by lavorage noqui excident tensor and of frank AHA 000,002 a

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But the outlook is not dark. Procurement of

have not been approved. highest peak in the state. Hoped-for funds from the top of Baid Knob, at 4,852 feet the account view the breathtaking panorama from near visioned, and passengers are not yet able to

is about half of the total railway mileage enthis year for an ascent of about 1,000 feet, This Only four miles of the track could be utilized There were drawbacks and disappointments. way fares were collected in the amount of \$2,205. During the fifth week of operation, alone, rail-\$1.00, respectively, for the eight-mile round trip. first five weeks of operation, paid \$2.00 and 3,736 adults and 1,558 children had, during the By July 28, before the business day started, Planning Committee thought it could, and it had. days before the state's 100th birthday. The Cass road opened for business on June 15, 1963, Iwe the necessary facilities, the Cass Scenic Railblud has been gaiggel oil of stieger edem of 000,062 Junda vino bed state adt dguodilA

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of the logging railway as a West Virginia tourpad a goal; the purchase by the state of part bank, and J. M. Kane Jr., a Cass merchant, tional Radio Astronomy Observatory at Green-Theodore Rille, chief accountant of the Ma-

This four-member committee, headed by

Cass community. ath betraqque bast deside notherage gaigget bas after the Mower Lumber Co, closed the sawmill

Committee, a local group formed in August, 1960, Those qualities belonged to the Cass Planning

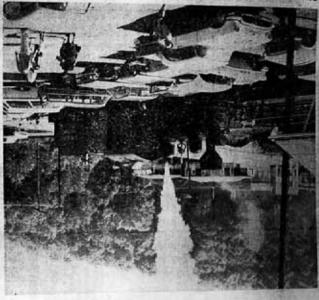
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Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD

Business in Cass THE BOOMING



Picturesque old Shay engine waits at Cass Depot before first run.

esonifonaith and villed ovig of "agent" singuly Rendment, a local achookeacher, baxidermist, takes advantage of the somewhat deforted West an overhead covering of wood and plastic, W. E. two large flatears provided with benches and On the railway ride itself, visitors travel in Monongahela National Forest and Seneca State

contains native brook trout, Blackburst wittily bark Creek, which beads up at 4,800 feet and

Blackburst points out some ancient railroad cars envious to took at and photograph the scenery.

As the train turns up the grade at Leathertime, and the only recreation they had was poker where "loggers camped for six months at a inconvenience. One of the prettier ways to reach

up the mountain, everyone crowds to the sides, He is right, As the Shay pushes the flatears

back aboard. The eight-mile ride takes two bours. picuic area (or about 15 minutes, then climbs gets out, stretches and cats and drinks in a spont tour miles up the mountain byecome The present Scenic Railroad ends on a plateau greets the visitor at the door.

black bear, killed recently near that community. species, in a small museum at Cass. A large found in the area, as well as a few exotic spruine lo snambads balanom est tucce qu los Blackburst is an expert taxidermist and has

yourself. We don't want any trouble." stranger, just shake his hand and introduce

is seend out at his beand world enforted Seriously, as remidents of Tennessee and Martin " grand on yes somib 3" however, wrote a complaint and these were his visitors' book. One young tourns startinging pleased, judging from their remarks in the week to ride the Casa railroad seems to be

The visitors who are paying ever 52,000 a ideal, and the scenery is magnificent tensive cave is nearby, the summer clemate is

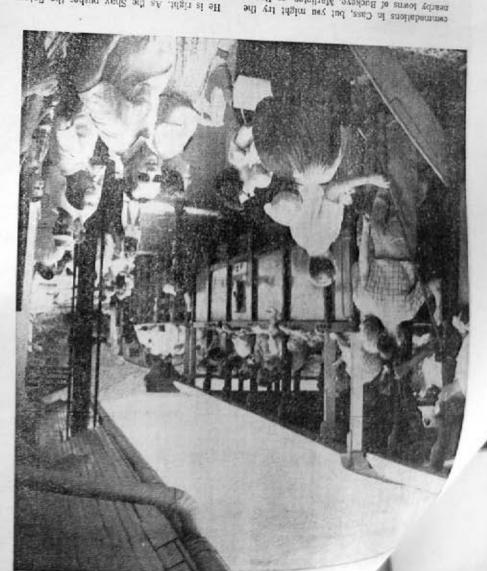
money may be obtained to develop at An er-

WSCS ladies prepare refreshments to sell to railroad tourists.



Blackhurst's stuffed animal museum at Cass is popular spot.





Perest, between Huntersville and Dunmore,

Vacation Farm Directory.

Cess, over an excellent highway, is through the

The scenery and climate are worth some slight

or consult the W. Va. Dept. of Agriculture's

nearby towns of Buckeye, Marlinton, or Boyer,

tensive cave is nearby, the summer climate is mency may be obtained to develop it, An ex-

week to ride the Cass railtond seem to be a pools rave Brives are edw croticiv off ideal, and the scenery is magnificent.

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exact words:

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one attracts only flies.

Seriously, as residents of Tennessee and North

in his natural environment around Cass. delium of bewolk it sesse taitunt oldenley a sd a danger to the incautious. The black bear could tion, albeit something of a nulsance, and even the black bear is a most popular teurist attrac-Carolina have found out in the Great Smokles,

A live black bear can altract tourists. A dead Inobivibat thus of that from bar and a filed ed

from the top is worth a long ride, but there will long, for those who care to take if. The view way up Bald Kneb, the trip may be twice as At a later date, when the train goes all the back aboard, The eight-mile ride takes two hours. picnic area for about 15 minutes, then climbs East out, stretches and eats and drines in a apont tour miles up the mountain, Everyone

The present Scenic Railroad ends on a plateau greets the visitor at the door. black bear, killed recently near that community.

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Airginia "image" to give joility and friendliness takes advantage of the somewhat distorted West contains nullve brook trout, Blackdurst wittily back Creek, which beads up at 4,900 feet and As the train turns up the grade of Leather-

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"This is Leatherbark Creek," he says, "and

grand you, and see anybody that look like a ever knew them to miss, anyway. So if you look trawd this hig, they couldn't miss, Not that I a filtw bite, and he tods a solal idgim yad! like attangers. It they happened to see nny, there's some people who live up here who don't

" Lew fire 'not than hall am The potential of the Cass area is great, if the

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and sufficienty on West Virginia logsing, provides

Blackharat, a local achoelteacher, taxidermist,

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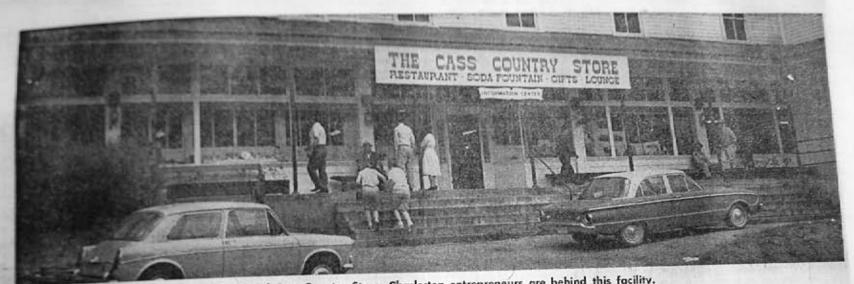
Forest, between Huntersville and Dunmore,

Vacation Farm Directory.

trouic "bullhorn,"

esort altat at ", aleas out mode being yavely"

At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Case Scenic Railroad on its first public run discovered a pleasant fact; As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Case visitors also discovered an unpleasant fact. Tourist accommodations at Case were just as antique as the 1850-model Shay. The only way you could get a hot meal was to leng your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pier, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writerwho gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axie was located, which took no short search (a lucky find made the search shorter). Prob.

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant?

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackburst has now mounted about 300 animals for your

inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbur, is near the Elackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

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in Case, tasket factities of the man-made varises were limited to those at the end of the us and in the old C4O depot.

If you wished to wash away the seet and ters accumulated throng the two-hour train rule, there was plenty of running water -no washrooms, just running water. You had a shows of Leatherback Creek or the Greenbrier

Billyrer. The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (presounced "Bewyer"). Ledging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel buasted no dining room or lunch counter. The nearest place where you could buy a but meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, scoty, cinder-covered, hungry, irrita-

ble, thirsty and dog-tired. The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad

There has been a steady advance in railread patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahentas-County estisens and the Department of Natural Resources (which owns the railroad, effects asociated with it, and contiguous land) to get Scenic Railroad started during the West

tinia Centennial year. That goal was acished, but at a price: In the spring of m's hair wasn't combed, its shoelaces ed, and its somewhat sooty shirttail

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The accident injured no one, but it did put the railroad out of business until a new axe was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over halfa-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astrosomy Observatory at nearby Green Bank. The scientists with the big metal ears had

built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we den't want noisy trains and noisy people with their noisy aumobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that, "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

on the railroad work will be received Augost 17. It is probable, however, that no ma-lor work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Eailroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panerama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad. disembark and may, if they wish, frelie or picnic on and around part of a 12-mile, 60-feet right-of-way now owned by the state. There will be tellets and picnic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover

Down in he valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

The Cass Country Store complex is, like the Shay Inn, a privately owned development catering to patrons of the state-owned railroad. It is thoughtfully and tastefully painted, decorated, lighted, and arranged.

W. E. Blackhurst's Wildlife Museum, one of

A Civil-War Muneum, opened last year by Mr. and Mrs. Kyle Neighbor, in near the Blackburst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War poyrolls. There are many weapons of the Lincoln era. and other bric-a-brac not casely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant. yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow, Opened only this April, The Hermitage (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles

and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive. leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thurnwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high. has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass,

is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat,

just in case. And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of adrice to the Department of Natural Resources, or anyone else at Cass; Put up highway signs giving the location of the Cass Scenic Rairoad, and how to get there. Make these signs big, make them explicit, and place them on all major highway

approaches. If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the

around.

SUNDAY GAZETTE-MAIL

As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the

un and in the old C&O depot.

If you wished to wash away the soot and ders accumulated during the two-hour train ride, there was plenty of running water —no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irrita-

ble, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get Scenic Railroad started during the West visia Centennial year. That goal was actished, but at a price: In the spring of as a hair wasn't combed, its shoelaces and its somewhat sooty shirttail

of funds, although opposition ent by the Department of also slowed progress on nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank,

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a

moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy au-

mobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that, "Can't do it!" said Burl Sawyers.

"It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

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should be d that the on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

The Cass Country Store complex is, like the Shay Inn, a privately owned development catering to patrons of the state-owned rail-road. It is thoughtfully and tastefully painted, decorated, lighted, and arranged.

W. E. Blackburst's Wildlife Museum, one of

inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln cra, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow. Opened only this April, The Hermitage (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the



Air-conditioned diner owned by J. M. Kane Jr.



Cass Country Kitchen in country store. Note soda fountain at left.





Interior of Shay Inn. Mrs. Shay works in running it.





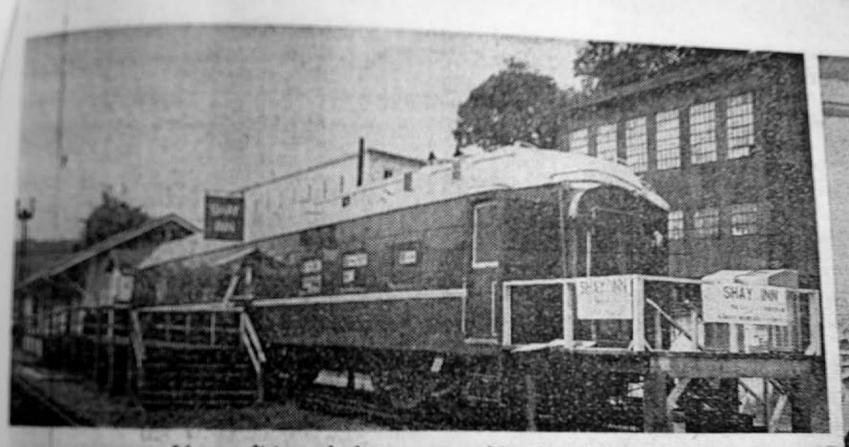


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Soda fountain in country store. Rest rooms are at extreme right.



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ITE MAGAZINE, AJGUST 1, 1965

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Writer-photographer William C. Blizzard sat on top of coboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival,

THE WONDERFUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid morey to take short rides behind the 20ten Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Casa Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard fer five miles? You don't, especially if the calliope has only one note, or, at, most, two

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-tr-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

speciale) sport and puff on the Casa Scenic Basis road, this season having 28,167 paying extorners up Bald Knob for four miles are back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the helle of the hall.

It was decided to repeat the Shay pertaance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Case to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4 followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6

The ride, interrupted by three watering stops (for the locomotive, not the passengers, and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay creep inte Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled a something less than half that number. Of those who stayed all the way with the Shay, four were women, They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwau kee, Win., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

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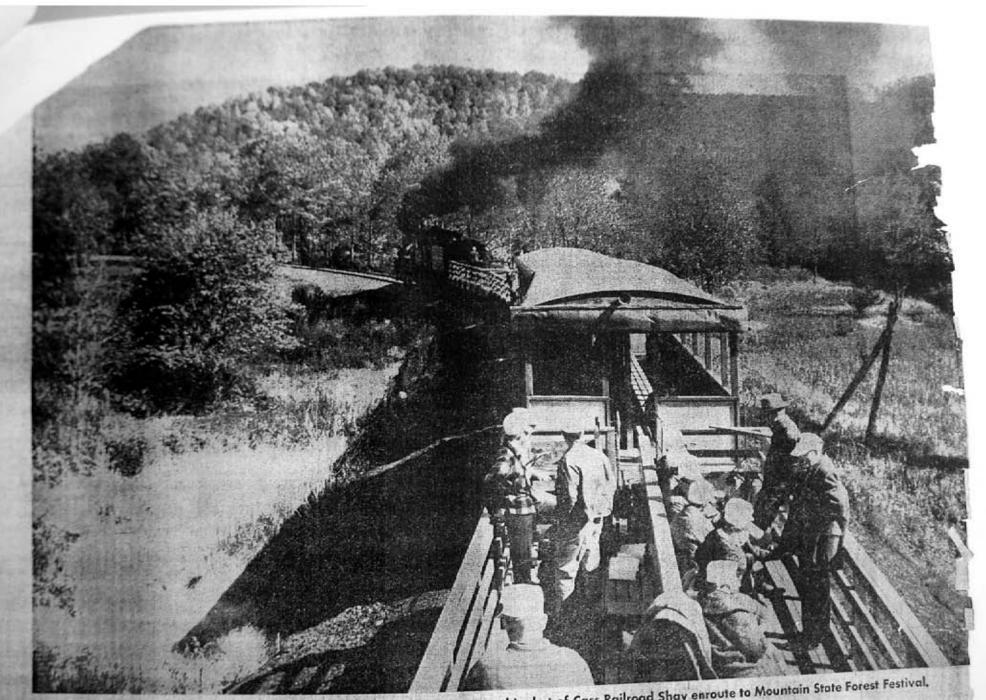
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SUNDAY GAZETTE-MAI



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Shay had to take on water three times during Cass-to-Elkins trip.



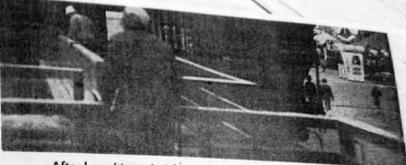


One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

Such Davida, Pennsylvania, New Hampshire, and possibly elsewhere. Shays and similar, peared-type lacusorities built to compete with the Shay operate on tourist railroads. Shay production, begun in 1979, ceased in 1945.

The processal various of the Shay in its heyday were its traction and power, its safety, and as economy. Authorities in the field agree that the Shay would hard greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other becomestive ever built.

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Shay a visat was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better By 1900, Lima had quit general machine production and was concentrating on locomotive. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays increasing work in the forone field as the lumbering-industry demand decimed in importance. Lima produced its last Shas the 2.761st in 1945.

The Shay engine had competitors built on aimiliar, "general" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough road-beds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill

With the demise of the U. S. logging industry as it was in its heyday the Shay virtues found no niche they could fill, and manufacture geased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-hail in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1929, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, act only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.

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STATE MAGAZINE, JANUARY 2, 1966

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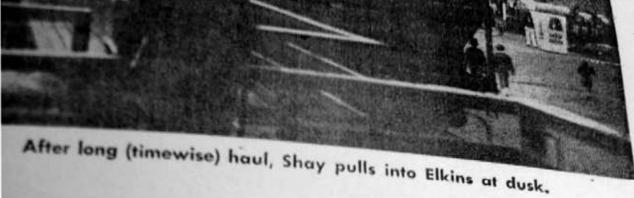
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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On Saturday, May 16, the Case Scenic Railroad began its second year of operation. As a special feature of its agening a delegation of antique-car georges chapted into the CAO station at Cars and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomontChett.

In 1964, prospects of success and growth are excellent for the state-run Pocabontas. County project. It was not always so.

There would have been no such Pocabontas mornt railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Cheervatory, the Cass Planning Committee was formed in 1966 after the closing of the local Mower Lumber Co. operation in July of

Without the lumber company, virtually the solle source of employment in the area, Cass was doomed to wither and die. Unless, of essurae, some other source of economic nour-

ishment could be located. The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department ad Natural Resources was not impressed, at least not to the extent of jeopardizing other prespects in order to pour money into Cass.

But the fight for the old railroad became a came celebre with several newspapers and legislators, and \$150,000 (Jater boosted to \$120,-600) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state suspices on June 15, 1963. During 1963, the railroad, with an \$.6-mile round trip, had 22,501 paying customers during 73 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church wemen of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visiter's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Baid Knob, which has an elevation of more than 4,800 feet.

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Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight-at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-

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To appeal to this group, I contribute this slogan to Cass, free of charge:

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Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL

O Sha

After a successful first seas

On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its opening, a delegation of antique-car owners chugged into the C&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotion.

In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nour-ishment could be located.

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Shay Can You See?

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BY WILLIAM C. BLIZZARD

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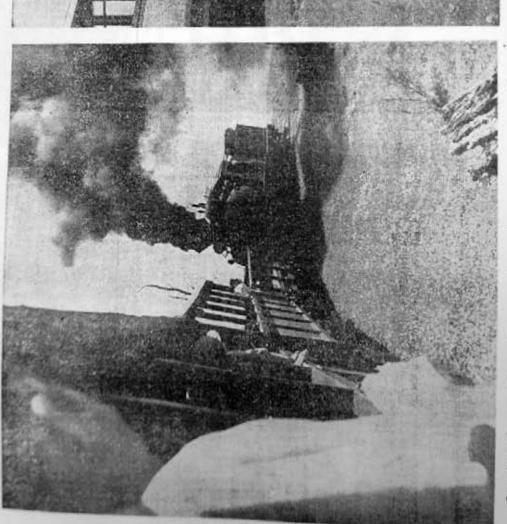
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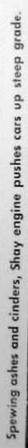
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SUNDAY GAZETTE MAIL





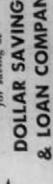


Passengers rest at the top before trip down the mountain.



handsome bonus gi

& LOAN COMPANY



Spewing ashes and cinders, Shay engine pushes cars up steep grade.

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SAVING

LIMITED OF at our affice 9" pie plat coke pan, a at tumblers walnut han-



A view from the car shows passengers' view on ride.

STATE MAGAZINE, JUNE 14, 1904

987 JAZ 1000A

committee's cost estimates an The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its roll-Jurid analysis of the feasibility professional and political lead- eligible for unemployment bene- ing stock, and other necessary of West Virginia's getting into ers of the area. the ruilroad business was outlined at a meeting in Marlinton lust week.

This meeting, which was atcommittee, including:

20 Greenbank:

Cass Merchant:

Town of Cass:

Schools.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the tended by the editor of this only industry in Cass approxipaper, was called by a planning mately 165 men were affected. Some of these men were mobile Ted Riffe, Chairman, Chief enough to find employment in Accountant of the National other communities and other Radio Astronomy Observatory states. The majority, however, were not blessed with the nec-J. M. Kane, Jr., Treasurer, essary skills and trades to find other employment, and today P. F. Long. Mayor of the some 80 of these men, repre- Finance, by resolution, recom-J. K. Arbogast, Assistant pendents, (wives and children) ship of the 1961 W. Va. Legis-Superintendent of Pocahontas face utter destitution unless lature, that the State of West some form of employment is Virginia purchase the Mower

fits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and senting approximately 240 de- mended to the full member-

equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, hanged five of his hillbilly cap- which runs from a point about top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest a few minor border skirmishes sis being on "State's rights" of type locomotives, both of which he contented, are 1880 models. One was put

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If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement - and that was the Commonwealth of Virginia She had had too strong a hand in the creation of this great nation to want to destroy M TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginany firmly holding the line arainst it.

The states which had already seceded knew their would not stand a chance of success without Virginia. They HAD to have Virginia. So they ent dozens of fanatics to Rich-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity the Southern view that "only tween the States," the empha-Raleigh Steel Co., are two Shay

tives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a Quantrell appears on television point about 1 1-2 miles from the he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who The first land battle of the was an unreconstructed Rebel of the old school.

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did ern mention, of course, that the only see two "State's rights" involved in hat the struggle were (1) the right som of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the so mation, if it wanted to, and to set up another nation.

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see hom waving his arms and telling about it now.) In other words, the Republican Party dug up ald war issues in order to win sutes in the North - and this s was deplorable. Indeed it was a departable. But the good Dr Chilwood could never see that E the South has also been "waving the bloody flag" every minthe of every hour of every day of every year since Appointment loday they seem to be waving it even harder than ever.

If West Virginia's part in the ne Civil War was "malgorifacent." the then what about the party playor led by Tennessee, Phoroda, Twast. Arkanias and North Carolina' we days the Contractal celeness breasts he held those states that

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Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre Wooded Area \$100-\$150 per acre "Cut-over" Area \$35 per acre

It is estimated that the sum \$25,000 could_secure the necessary land to levelop the

We submit, in the attached automaty of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

These costs are based on in discussions with the formal present owners of the railroad and right-of-way. The improve ment costs are merely a judg ment figure which we are con fident would be sufficient to develop the railroad into at outstanding attraction for tour ists. Any improvement costs however, are subject to person al judgment, depending on how far one would initially want to carry the development program If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encour aged as a private program. We believe that if private and pub-

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house. kitchen, and anniversary, Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G" and through these we would be re-united. I have found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers

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Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortitude; one which teaches its children to be ashamed of it and all but directs them to leave it.

Tail-endism will continue to be West Virginia's lot until that day when we achieve some degree of unity, loyalty and selfrespect.

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All my love,

Lobban Funeral Home

Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.

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JANUARY 14, 196

Railroad

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What to Buy

and by The Midwest and Co., are two Shay solives, both of which models. One was put tion in 1901 by the finia Pulp and Paper the other began option 1921, also by the ginia Pulp and Paper that company's main were at Cass.

the engines and the mid require some remoreovements to conn a logging railroad
l carrying line, the
mot be prohibitive,
ad estimate of inid operating costs),
attenual discussions
iscentifized that the
had properties
outed for approxion-\$100,000.

of-way and land on is owned by the her Company and red at the follow-

\$100 per acre \$100-\$150 per acre one \$25 per acre and that the cum onuly secure the ad to hevelop the

Tourist Possible Mover Lumber Co. Case, W. Va.³, the

manie), de propor-

If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub-

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we are ground that should we ever become separated, you would see the magic rade symbol "NIX" and I the letter "G", and through these we would and through these we would

MILBILLY

PAGE FOUR

The Complete Truth Back of the Proposal to Buy the Cass Railroad The best, most compact and Present were the business, offered soon. (These men were Lumber Co. Railroad, its roll-

of West Virginia's getting into ers of the area. the railroad business was outmed at a meeting in Marlinton jest week

This meeting, which was atcommittee, including:

at Greenbank;

Cass Merchant;

Town of Cass:

Schools.

heed analysis of the feasibility professional and political lead-

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the tended by the editor of this only industry in Cass approxipaper, was called by a planning mately 165 men were affected. Some of these men were mobile Ted Riffe, Chairman, Chief enough to find employment in Accountant of the National other communities and other Fadio Astronomy Observatory states. The majority, however, were not blessed with the nec-J. M. Kane, Jr., Treasurer, essary skills and trades to find other employment, and today P. F. Long. Mayor of the some 80 of these men, representing approximately 240 de- mended to the full member-J. R. Arbogast, Assistant pendents, (wives and children) ship of the 1961 W. Va. Legis-Superintendent of Pocahontas face utter destitution unless lature, that the State of West some form of employment is Virginia purchase the Mower

eligible for unemployment benz- ing stock, and other necessary fits from July 1960 to January equipment to develop this most 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recom-

unique and rare radroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, hanged five of his hillbilly cap- which runs from a point about Quantrell appears on television point about 1 1-2 miles from the he becomes a little more re- top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4.852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

Also, owned by The Midwest

What to Buy

committee's cost estimates and development possibilities. This summary was presented as ar aid to the Joint Committee or. Government and Finance in preparing this original recom-

JANUARY 14, 1961

mendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at-

traction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the hasic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened intimidated Virginia Dele-

in our State (second in number would join her. But one import- only to Virginia). In most of ant State WOULD NOT join the these the Federals were victorsecessionist movement - and ious. Sometimes (as in the Batthat was the Commonwealth of the of Droop Mountain and the Virginia She had had too strong Battle of Sinking Creek, near a hand in the creation of this Lewisburg), far inferior Federgreat nation to want to destroy al forces, numerically, defeated it. TWICE the Virginia Assem- the Confederates ingloriously. bly voted against secession, with That belied the old Southern the delegates from West of the view that Confederates were superior people, man for man.

> The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity the Southern view that "only tween the States," the empha- Raleigh Steel Co., are two Shay a few minor border skirmishes sis being on "State's rights" of type locomotives, both of which took place in West Virginia.") course, The war, he contented, are 1880 models. One was put

tives in the village square at 1-2 mile from Cass at a crossing Front Royal. And every time on Leatherbark Creek to a spectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Be-Battle of Philippi was was not fought upon the issue into operation in 1901 by the fought 33 days before the First of slavery, but upon the issue West Virginia Pulp and Paper of Bull Run but Southern of State's rights. He never did Company: the other began op-

selly mountains. On Sonbut II, about a foot of fell, and there has been e as the ground and anow we see our driveway ever undertaking.

a ris writing on Jan. 4. or wind is whipping snow Abeliens Front across the e ery is back of the house. by thermameter was at 28 day at 7:30 and has dropped at Sepress to 22 in about an

for three days in a row we month move a car through to convey and had to depend m friends meeting us and company us off at the end of he line is order to even get to the supermarket and the post

Str

Exceptedy is tired of being brusebound Dispositions have shartened; tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be aut of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point

coming of spring.

Reads The Letters

heatien that we always read is dollars and cents only. "Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad

COST OF FIRST SUMMER

Personnel . Per Week

(m. m.m.)	
1-Engineer	\$ 84.00
1-Fireman	72.80
1-Brakeman	00.00
1-Conductor	0770
4—Laborers	OFF ON
	10.00
1—Clerk	*00.00
1—Supervisor	
10	
Cost (24 1-2 tons	at 8.00/ 190.00
Material and	Supplies and
Minor Repairs	200.00
Incurance	00,20
Food	130.00
TOTAL	\$1,254.00
Less: Income	
70 persons per	day @ \$3.00
per person	1 170 00
per person	\$ 216.00
74171	7

where we ordered coal to sup- present owners. The value to plement it. And not the least the owners, however, is not of the irritations that come with directly in proportion to the such weather was the terrific value the railroad would be to gas bill we got the other day, the state and its development In other words, we're sick program, and we believe the and tired of this weather and attached summary of initial aiready look forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, One department of every pub- cannot be measured in cold

date them. mork sointly as a development operating income and costs for as has been proposed then not the first summer of operation only will the tourist stand to we have used a volume average bere is the Eastern gain but the state, local govern- of 70 persons per day. This ment, and all those concerned average was based on the rein the self-satisfaction that gen- visited the Astronomy Center erally accompanies this type of at Green Bank in the months of July and August 1960. It The question which seems to must also be taken into account be most prominent in the minds that this average of visitors at of those directly or indirectly the Astronomy Center does not interested in this project is the include groups who made arvalue of the railroad to the rangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. ume of visitors coming into the adequate stock of parts and on the local labor rates and area if a promotional effort in relation to the railroad to attaken? We believe the answer railroad and rolling stock would believe the estimate of 70 passis quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local three or four years.) rates for this type of employment. These costs have been initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added years operation. additional revenues with cor- on the present cost of prepara- quickly the state will no longer responding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. without a loss in either direct purchase price of \$8.00 per The income is based upon an value or potential.

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts) _____ \$100,000.00 Cost of 8 miles of right-of-way and approximately 25,000.00 will gain, both financially and corded numbers of persons who 200 acres of land on Bald Knob Improvements of railroad and rolling stock _____ 00.000.08 25,000.00 Park area on Bald Knob _____ Other improvements (station, engine garage) ___ 30,000.00 Cave improvements? Ski slope? hunters' cabins? etc. 40,000.00 \$300,000.00 TOTAL

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ing \$196.00 of coal for a week's day. The cost to each passenger operation.

are computed on the basis of the top of the mountain. requirements to "build up" an supplies over a year's opera- probable costs of repairs if the tion. (Initially this is not as railroad is initially put in good important as it may seem as the working condition. However, we be put in first class operation engers per day is low and any through the initial investment increase in passenger traffic not be a significant problem for without a corresponding in-

The insurance has been computed on the basis of .0 1-2c that this committee or other per person per engine mile, proponents of this project do (56 hours) and based on an This is probably high but an not advocate its purchase at experience rating will have to the expense of other worthbe established over one or two while conservation or tourist

tion in volume. This cost was have such an attraction avail-Each engine trip from Cass to established by the experience able to it, whereas other na-Bald Knob requires 3 1-2 tons of the present logging operation tural attractions can be deferred

ton to the state, thereby requir- average of 70 passengers per would be \$3.00 and this would Other material and supplies include the ride and a meal at

These estimates are based upand heavy maintenance should would increase the revenue crease in operating cost.

It should be made very clear attractions, but, unless positive The cost of food is based up- action is taken, and taken



Cosl (24 1-2 tens at 8.00) 196.00 is quite obvious. Supplies and smere flare, and 130.00 mother we talked led when school he kids would be 70 persons per ioune for a few per person

lered coal to sup- present owners. The value to and not the least the owners, however, is not es that come with directly in proportion to the was the terrific value the railroad would be to of the other day, the state and its development words, we're sick program, and we believe the this weather and attached summary of initial purchase price of \$8.00 per forward to the costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, tment of every pub- cannot be measured in cold

But what should also be conthat we noticed a sidered by the State in estabne Jim Beard out lishing a value would be the to Hillbilly, dis-number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of have two course, any aid to business such collection as these have a direct relationwho is known ship to the economy of the wonderful chef, State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the tradeough side, cooked mark of West Virginia in the past and also those that are for even tender) playing an important part in of in this for 6 the future of the state. The afore grilling and heritage of the past-an 1880 model steam locomotive lumand 4 to 6 hours bering up the side of a mounenough for our tain to a peak unequalled in beight by any railroad in the 12 sup of olive on Castern United States And just

tract the tourist was under important as a may a

200.00 first summer of operation as outlined calls for ten operating personnel at the going local \$1,254.00 rates for this type of employment. These costs have been day @ \$3.00 converted to a 7-day work week 1,470.00 (56 hours) and based on an \$ 216.00 initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

of coal at an estimated bulk in preparing for 60-120 persons. without a loss in either direct

sons 50 taken" We believe the answer railroad and rolling stock would believe the estimate of 70 passbe put in first class operation engers per day is low and any The operating costs for the through the initial investment increase in passenger traffic and heavy maintenance should would increase the revenue not be a significant problem for without a corresponding inthree or four years.)

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It should be made very clear attractions, but, unless positive The cost of food is based up- action is taken, and taken



to speed of being

of confinement

upply for the fire-

we always read is dollars and cents only.

doors.

d many of his eat success, but which is also our friends, is a rinade. It is ex-

pleased, and the aid to small iscal businessman such he hotel collection at these have a direct relationwrif, who is known shop to the economy of the a a wonderful chef. State which would be derived when if comes to in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fish-

great success, but ing fees and the like. our friends, is a marinade. It is exsefore grilling and om't have delictous

2 cup of alive of oil 1-2 cup of soy 2 cup of bourbon d 2 small onions 2 chopped cloves 1 3 tablespoons of sub or preserved teaspoon of freshlack pepper, 1 teary mustard and a e vinegar. Use for

enough for our

ds like a waste of ey, but you don't a brand like Jack y that cheap stuff guests arrive.

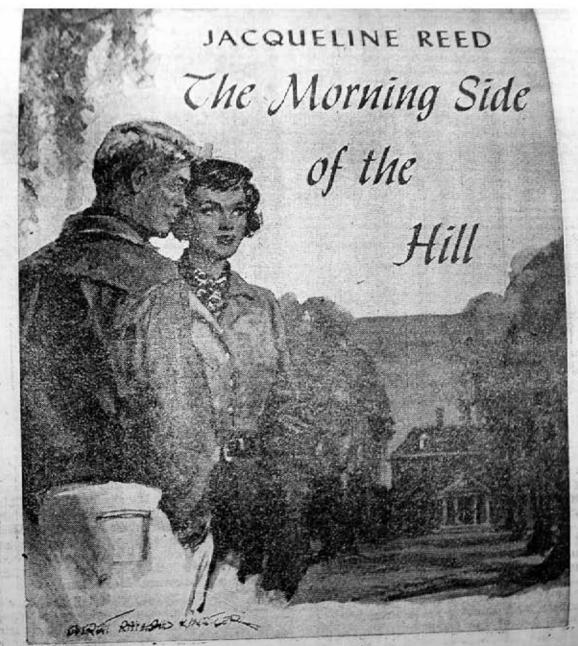
Commercials

Chung King chow mein and Pontiacs.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritsteaks, especially ages which have been the tradetough side cooked mark of West Virginia in the past and also those that are for even tender playing an important part in the future of the state. The heritage of the past-an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the essern United States. And just short five miles from the starting point of the railroad is our heritage of the futurethe National Radio Astronomy Observatory at Green Bank, and only forty-five miles away the Naval Research Observatory at Sugar Grove. Both these institutions are so aware of the responsibilities they have to the visitor that each is planning reception centers to accommo-

mein in an elevator and the other for Pontiacs where the two power shovels have a dispull out of the cussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judgundler's nomination ing from the reaction of our everest of the new Betsy. But the two we have commercials goes to mentioned might even sell chow



Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

4 Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique

county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the sembles one o nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early day the present century.

If you haven't been re the West Virginia Hillbill might not know that I Baum, a rail fan from P vania, came down to th Capitol and talked to t makers during the spe sion with such convinci manship that the men talking politics long et set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

To Decide St

The subcommittee coming Sunday at in Charleston to de what it will recom legislature when it January: Most of t members have i vately that they that the state pur ing stock of the Lumber Compar into a rail buffs

The town of only industry sold at the au mother lode pl

Narrow stre

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the least prompting will tell of

returned to Pocahontas County and found another amazing facet of interest in this unique county.

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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ridge to ridge, of the "skidder boys" who tooted the steam whisiles to signal the hookers on the other side of a deep valley and whose vision was sometimes obscured by low hanging clouds.

Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

CASS HOMECOMING 1998 11th Annual

The community of Cass wicomes you to our 1.1th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committe. Your suggestions and ocntibutitions are greatly apprecitated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and ocmments can be referred to any member of our ocmmittee:

Darrell Turner - Preisident

Katrina Defibaugh - Treasure

Cathy Ribble - Secretary

Terry Ribble Lefty Meeks

Dan Defibaugh Wanda Halterman
Stan Beafore Dave McMillion

Stan Beafore Dave McMillion
Lisa Hubbert Gall Vanderander

Lisa Hubbert Gail Vanderander
Ine Warder Tonua Warder

Ine Warder Tonya Warder Brenda Thomas Mary Perkins



Printed By POCAHONTAS COUNTY TOURISM COMMISSION 1-800-336-7009

HTH ANNUAL CASS HOMECOMING 1998 AGENDA

June 24 - June 28

June 24

Pagent for Prince & Princes 7:00pm

Cass Fire Hall (age's 5-8)

June 25

Prize Games Free for all ages 7:30pm Community Center (Donations excepted)

June 26

The Great Cake Walk

7:30pm

Community Center Parking Lot or Fire House in case of rain.

June 27

Registration

10:00am -3pm Fire House

** You must register to receive a dinner ticket **

Start the day of fun for the young and the young at heart Located at the Fire House

Pet Show

10:00am

With small household deomestic pets

Games

Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar

10:00am

Fire House (set up 8:00am)

Antique Car Show and Fire Truck Display

11:00am

Fire House

The Second Annual Cass Parade

1:00pm

Magic Show

2:00pm

Puppet Show (following the Magic Show)

Community Center

Registration Table will Continue

4:00pm-6:20pm

Community Center

Crowing Ceremonies of the Queen and King

5:00pm

Community Center

Dance Live - Music

7:00pm

Bigger and Better

June 28

10:00am

Church with Gospel Sing Cass Methodis Church Final Registration

11:00 -12 noon

Community Center

1:00pm

Buffet Dinner

Don't forger to bring your dinner ticket or you will be charged \$5.00*